





# The Messenger.

FRIDAY, FEB. 3, 1871.

MINNEAPOLIS TRIBUNE vs. ST. PAUL PRESS.

The Minneapolis Tribune having made a promise to let in "a little light" on the character and practices of the St. Paul Press, proceeded on Thursday morning, the 19th inst., to redeem it, in a two column article. It may be of interest to our readers to know some of the facts which the Tribune reveals. The principal charge is that the Press sold its influence and support to Mr. Wilson's representatives, and that Mr. Chas. Nichols should represent the firm so that the publishers could keep out of view, and should it become necessary, disavow any participation in the arrangement, two-thirds of the profits of which they were to receive. Col. King, who seems to be the chief cook in the matter of buying, tendered the Press Company (Driscoll & Wheelock) one share in the Northwestern Construction Company which had a contract for building 230 miles of the N. P. R. R. with the profits, in consideration that they would render certain political influence. The company being composed of Minneapolis men, Mr. Nichols' presence as one of their number would not be tolerated so Mr. King was obliged to represent his own share which incensed the Press men so much that they threatened to sell their influence out and to throw up all connection with the Construction Company. But after several unavailing attempts at selling they came to the conclusion that their influence was not worth so much as they had thought, and that the best thing they could do was to compromise the matter with Mr. King, which they did, receiving as their "stipend" thirty thousand dollars, out of the first profits of King's share of the Construction Company. "Should they amount to so much, and of which they had received a considerable portion." These are the principal facts, which include many minor ones which we have not time to enumerate.

The Press the next morning in a four column editorial and the following day with another, denies many of the charges, but virtually confessing the main charge of having received \$30,000 from the Construction Company.

The Dispatch, like a small "dory," glories in the fight and barks around the combatant's heels.

Hon. H. L. Gordon, of Sherburne county, who went to California a few months ago to settle, has returned, feeling "that there is no place like home." The *Sherburne Weekly*, alluding to his return says: "History records no instance of an intelligent man leaving Minnesota and not returning—provided he had money enough to bring him back."

One other trifling circumstance sometimes prevents invalids from returning to this State and that is death. Many a man who has come to this State for his health and has been benefited—yes, cured, we might say if he would stay here—who goes back East and die before they can get back. If these invalids, after becoming cured would "let well enough alone," find some business here, and stay here, there would not be half the deaths there now are. In fact, we hardly know of a case of consumption which has survived an Eastern trip after having breathed the clear, pure air of Minnesota. The instance are rare. Minnesota has done a good thing for us and we intend to stick by her.

A MAN named Stephen Odett, a Canadian Frenchman, of the town of Shieldsville, Rice county, on Friday last, deliberately set fire to his own house and burned it to the ground. After firing his house, Odett proceeded to the stable where he had had a team of horses, which he stabbed in the neck, one dying almost immediately. The other he fastened into the stable, which he set on fire, and it was consumed with the animal inside. Odett then fired his granary and destroyed all his effects, excepting some live stock. Since these proceedings Odett has had an examination as to his sanity, but nothing was adduced beyond this destruction of property to sustain the charge. He himself gave as the reason that his wife had left him, and having had a great deal of trouble in the neighborhood, he had determined to destroy everything and leave the country. Subsequently he was arrested and bound over to keep the peace in the sum of \$1,000.—*Pioneer*.

O. P. STEARNS, Senator for the short term, took his seat on the 25th inst.

## STATE BONDS.

The following petition from Selah Chamberlain for the payment of the State Railroad Bonds was presented to the Legislature on Wednesday, the 25th inst:

To the Honorable the Legislature of the State of Minnesota:

The undersigned would respectfully represent that he is the holder of certain bonds duly executed and attested by the Governor and Treasurer, and sealed with the seal of the State and issued in pursuance of an amendment to the Constitution of the State of Minnesota, adopted by the people April 15, 1858, and containing the following clause:

"The said bonds thus issued shall be designated State Railroad Bonds and the faith and credit of the State are hereby pledged for the payment of the interest and the redemption of the principal thereof."

The undersigned would further represent that he received these bonds for full and adequate consideration; that, confiding in the integrity of the State he contracted with the railroad companies to which the bonds were issued, to build and did build one hundred and twenty-five miles of railroad, road bed, masonry, bridges, everything complete except the superstructure; that the engineers of the railroad companies, after thorough inspection, accepted this work and estimates were duly certified by them, and that in payment according to the terms of his contracts, he received the bonds above described.

That the State, regardless of her plighted faith, has hitherto neglected to meet the interest as it accrued on these bonds, and that such failure to discharge her legal obligations has subjected your petitioner to heavy loss and serious inconvenience, as he has been thereby deprived now nearly of twelve years of the large amount of capital which was invested in these bonds for the construction of the aforesaid railroads.

That, in view of the facts above submitted, he would entreat you to redress this grievance, and to relieve the State from the suspicion of repudiation which now hangs over it, by devising such measures as may be best fitted to provide for the funding of the accrued interest and the prompt payment of the interest hereafter as it falls due, and, to this end, would urge upon you the appropriation of the Internal Improvement Lands, now at your disposal, to be applied as a sinking fund for the liquidation of these bonds.

That your petitioner is debarred from pressing his suit against a sovereign State in the courts, and his only appeal, therefore, is to the justice, honor and magnanimity of yourselves and of the people whom you represent.

Referring to the recent message of the Governor of Minnesota, in which he holds the following language: "The bonds are of questionable validity, and if not actually fraudulent, are so intimately connected with what the great majority of the people believe to have been a fraud upon the State, as to make them odious, while it has been established by the admission of many of the owners, and other creditable testimony, that a large proportion of the bonds cost their present owners and holders, but from 17 1/2 to 50 per cent. of their face."

Should you see fit to allow the undersigned, through the medium of arbitration or through a court of claims, consisting of able and impartial jurists, chosen outside of the State by the Governor, or selected in such other manner as might seem to you most proper and expedient, an opportunity to test and establish by a thorough exposition of the facts the validity of his claim, he would cheerfully submit his case to such arbitration, and unreservedly and finally accept and abide whatever decision might be rendered.

That in view of the manifest justice and importance of his claim, and in consideration of the rapid growth of Minnesota in wealth and population largely due to the railroads, for the construction of which this debt was contracted, your petitioner feels authorized to confidently expect that this appeal for relief from a great grievance will receive a prompt and favorable response.

S. CHAMBERLAIN.

January, 1871.

## ITEMS.

It is said that the indebtedness of the Messrs. Ames, of Boston, is a little over six millions, and a careful examination shows there are over thirteen million assets to meet their indebtedness.

Perhaps there is no more marked difference between youth and age than the fixity that characterizes all things for the one, and the sense of insecurity that is ever present to the mind of the other. To the child father, mother, home, and the relations of his daily life, seem as enduring as the earth and sky; he cannot be made to feel that they have not always been; or that a time will come when they will fall away and leave him alone. How rude is the first shock that disturbs this security, the slender giving way of trusted supports, the first hard lesson in that inevitable course which life, the stern preceptor, imparts, sooner or later, to us all—a course in which we learn that the fashion of this world passeth away, and from which we graduate into an infinite solitude, where there is only God and the individual soul.

## THE GLOSS ON SILK.

The method of giving an artificial gloss to the woven pieces of silk was invented in 1663. The discovery of the method was purely accidental. Octavio Mey, a merchant of Lyons, being one day deep in meditation, mechanically put a small bunch of silk threads in his mouth and began to chew them. On taking them out again in his hand, he was struck by the peculiar luster they had acquired, and was a little astonished to find that this luster continued to adhere to the threads even after they had become dry. He at once saw that in this fact there was a secret worth unravelling; and, being a man of ingenuity, he applied himself to the study of the question. The result of his experiments was the *procede de lustrage*, or "glossing method."

The manner of imparting the artificial gloss has, like all other details of the weaving art, undergone certain changes in the course of years. At present it is done in this wise: Two rollers revolving on their axis are set up a few feet from the ground, and at about ten yards in a straight line from each other. Round the first of these rollers is wound the piece of silk—of twenty, forty, or one hundred yards in length, as the case may be. Ten yards of the silk are then unwound, and fixed by means of a brass rod in a groove on the second roller, care being taken to stretch the silk between the two cylinders as tightly as possible. A workman, with a thin blade of metal in his hand, daintily covers the uppermost side of the silk (that which will form the inside of the piece) with a coating of gum. On the floor under the outstretched silk is a small tramway, upon which runs a sort of tender, filled with glowing coals. As fast as one man covers the silk with gum another works the tender up and down, so as to dry the mucilage before it has had time to permeate the texture. This is a very delicate operation; for if, on the one hand, the gum is allowed to run through the silk, or if, on the other, the coals are kept too long under one place, the piece is spoiled. In the first instance it would be stained beyond all power of cleaning; and in the second it would be burned. None but trusty workmen are confided with the task; and even with the most proved hands there is sometimes damage. When ten yards of the piece have been gummed and dried they are rolled around the second cylinder, and ten more are unwound. This is repeated till the end. But the silk, with its coating of dry gum, is then stiff to the touch and crackles like cream-laid notepaper when folded. To make it soft and pliant again, it is rolled anew, some six or seven times, under two different cylinders, one of which has been warmed by the introduction of hot coals inside; and this is sufficient to give it that bright, new look which we all so much admire in fresh silk.

## EDITORIAL SQUIGS.

—Fairbault expended \$164,826 in improvements last year.

—Rochester. The *Waseca News* giving its readers the Governor of Wisconsin's message in full.

—There has been more Pork shipped from Fairbault than from any other point in the State.

—Senator Wm. Windom was honored with serenade at his home in Winona on Wednesday evening the 23d inst.

—Thos. Garrett, well known as a prominent abolitionist and especial friend of escaped slaves, died at Wilmington, Del., the 25 inst., aged 82 years.

—An invalid from Boston, named L. Hutchinson, committed suicide by hanging, last week, near Rochester. He was a relative of the Hutchinson Singers.

—BROWNVILLE, Minn., has a paper called the *Gazette*. Its politics are Democratic. It is edited by James Brayton, Esq., formerly of Hudson, Wis.

The contract for the extension of the Burlington, Cedar Rapids and Minnesota Railroad Company from Cedar Rapids to Blue Earth City has been let, and the work will go forward early in the season.

It is said that Theodore Tilton has got his back up, and is preparing what purports to be a true account of the real causes that led to his dismissal from the editorial chairs of the *Independent* and the *Brooklyn Daily Union*.

—Eggs should be sold by weight. There is nearly one-half difference in size, and to sell all at the same price by the dozen when up to forty cents or more, is discouraging to the large breed of hens.

—The Sault St. Marie Canal appropriation of \$600,000 has passed the Senate. The work is now in progress and by next spring will be finished.

# BRONSON & FOLSOM,

CORNER MAIN AND MYRTLE STREETS,

STILLWATER, MINNESOTA.

Wholesale and Retail Dealers in

Dry Goods,  
Hats,  
Hardware,  
Glass Ware,  
Cordage,  
Molasse,  
Teas,

Clothing,  
Caps,  
Cutlery,  
Window Glass,  
Sugar,  
Pork,  
Coffees,

Furnishing Goods,  
Boots and Shoes,  
Crockery,  
Nails,  
Syrups,  
Beef, Fish,  
Spices,

—AND—

## FINE FAMILY GROCERIES,

OF EVERY DESCRIPTION.

We invite the attention of our friends, patrons, and the public generally, to our stock, which is full and complete in every department, and

THE LARGEST IN THE VALLEY.

Our prices will be at all times as LOW as the LOWEST.

Butler & Gray, DENTISTRY.

Dealers in

GRAIN, PRODUCE, PROVISIONS, LIME, CEMENT, PLASTER, HAIR, WRAP- PING AND SHEETING PAPER, SALT, COAL AND WOOD.

Agricultural Implements,

Flour and Feed, Agents for

THE KIRBY SELF-RAKE.

Reaper and Mower,

The National Field Trias First Prize

GOLD MEDAL, MACHINE.

AGENTS FOR

Northern Line and Diamond Joe

LINE OF STEAMERS, AND ALSO THE

St. Paul and Taylors Falls Packet,

"WYMAN X."

LOWEST RATES

OF FREIGHT AND PASSAGE.

To All River Points.

Wood, Staves, Rafting Ma-

terial, &c., Freight to

Points on the

Lake and

Barges for Hire.

ST. ANTHONY IRON WORKS.

Main Street, near the Bridge, St. Anthony, Minn.

C. B. BUSHNELL & CO.,

Manufacturers of Steam Engines, Boilers, Gang Circular Saw Mills, Pat. Lever Head Trucks, Improved Edgers and general Repair Work.

JOHN HILDEBRANT,

Below Bernheimer's Block, Main St.,

MERCHANT TAILOR.

I am now supplied with a good assortment of

PICKED CLOTHS

and am prepared to manufacture

SUITS TO ORDER

in the

LATEST STYLE & FASHION

and in every instance guarantee satisfaction and

PERFECT FITS.

CHARGES REASONABLE.

CUTTING, CLEANING AND

REPAIRING

Done on the shortest notice.



B. C. MERRY, DENTIST,

Office over Westing & Hosper's Store, MAIN STREET.

GREAT REDUCTION IN PRICES:

Upper or Lower Sets Gum Teeth, \$15, to \$25.

Full Upper and Lower Sets, 20, to 30.

Gold Fillings, 2, to 5.

Amalgam Fillings, 1, to 2.

Good Teeth are essential to good health.

A good supply of all kinds of material used for restoring the teeth and keeping them in a healthy condition.

A large stock of Artificial Teeth constantly on hand.

I claim an improvement in setting Teeth superior to any now in use.

Either administered for the painless extraction of Teeth.

All work warranted. Perfect satisfaction given or no charge.

B. C. MERRY, DENTIST,

Stillwater, Minn.

S. S. LEECK,

Dealer in

CLOTHING, FURNISHED GOODS, BOOTS & SHOES

Hats, Caps, &c.

Store in Lake House, Main Street, Stillwater. 25-17

For the Ladies.

MRS. H. KAUFFMAN would

respectfully inform the citizens

of Stillwater and vicinity, that

she has just received her Fall

Stock of Millinery Goods which

is one of the largest and best

collected ever brought to this City

Her assortment of Flowers, Rib-

bons and Trimmings have been

selected with the utmost care,

and are all of the latest styles

and fashions. Call and examine

her goods, in Mowers' Block,

Chestnut St. 25-17

H. C. SHEPARD,

Land Agent and Surveyor,

FOR FARMERS AND LUMBERMEN.

Office in Nelson's Block, Main st., Stillwater.

Aug. 21, 1867.—m50-17

A. DAN MARTY,

House, Sign and Carriage

PAINTERS.

GRAINING,

GLAZING AND

PAPER HANGING

DONE TO ORDER.

Shop, corner of Olive & Second Streets

STILLWATER, MINN.

All orders left at either of the Drug stores,

will be promptly attended. May 14, 1870-17.

CORNUM & LECKY,

Attorneys at Law,

Office in Holcomb's Block, corner of Main and

Chestnut Streets,

STILLWATER, MINN.

April 1, 1870. J. H. CORNUM. THOMAS LECKY.

# NEW GOODS: NEW FIRM.

MARTIN MOWER,

COR. SECOND AND CHESTNUT STREET, STILLWATER, MINN.

Having returned from the East with one of the largest and best selected stock of

HARDWARE, CROCKERY, GROCERIES, DRY GOODS, CLOTHING, BOOTS & SHOES, HATS, CAPS, &c., &c., &c.

And having associated with him Mr. H. C. VAN VORHES and W. H. RICHARDSON is now prepared to do a

GENERAL RETAIL OR WHOLESALE BUSINESS.

All are invited to call and examine the stock and compare prices before purchasing elsewhere.

GOODS DELIVERED TO ALL PARTS OF THE CITY, FREE.

Also sole agent for Washington Co., for McKenney's Buckeye Grub and Stump Machine

WHEELER & DARMS,

Have just received a

New Stock of Dry Goods,

GROCERIES,

PROVISIONS, HARDWARE AND CROCKERY.

BOOTS & SHOES

Farm Implements & Notions,

All of which will be sold CHEAP and for CASH only. Our stock is EW and COMPLETE, and the public are requested to call and examine before purchasing elsewhere, at the old stand of H. C. Van Vorhes in Nelson Block, Main Street. 21 3m.

## JEWELRY.

J. W. PASSMORE & CO.

St. Croix Building, Main street, Stillwater.

WATCHMAKERS & JEWELERS,

Have a Large and Complete Stock of

SILVER AND PLATED WARE, FANCY TEA SETS OF THE LATEST PATTERNS, WARRANTED THE BEST MADE.

CLOCKS, from the finest imported to the cheapest American, and guaranteed for durability and time.

WATCHES, Elgin, Waltham and Swiss, in gold and silver cases. LADIES WATCHES OF ALL DESCRIPTIONS.

CHAINS, BRACELETS, GOLD PENS, PENCILS, DIAMONDS, PRECIOUS STONES IN

COSTLY SETTINGS, CLOCKS, WATCHES, AND JEWELRY.

REPAIRED PROMPTLY, AND SATISFACTION

GUARANTEED IN WORKMANSHIP

AND PRICES.

Waltham, August 16, 1870.

NEW MILLINERY GOODS

Mrs. C. S. CURTIS,

SECOND STREET,

Has just received a large and well selected

stock of the leading styles of Fall and Winter

Millinery.

Bonnets, and Ladies' and Misses' Hats,

Velvets, Satins, Silks,

Jets, Ostrich & Paradise Plumes,

Flowers, Ribbons, Laces,

And a great variety of handsome Feathers and

Trimmings.

These Goods are all new and of a first class

quality, and will be sold cheap for cash.

DRESS MAKING.

I am in receipt of all the latest and most de-

scribable style of Clock and Dress Patterns,

Trimmings, &c. All work warranted.

nov17

SCHULenburg BROS. & CO.,

Manufacturers of

LUMBER,

And dealers in

GEN'L MERCHANDIZE

"STILLWATER" No. 22

PAYETTE MARSH, J. N. CASTLE

CASTLE & MARSH,

LAWYERS.

Titles examined and Real Estate bought and sold in

Washington, Chicago, St. Paul and Kenosha counties

Special attention given to Fine Lands. Collections

promptly attended to.

OFFICE IN HOLCOMB'S BLOCK,

STILLWATER, MINNESOTA.

nov17

Sawyer House,

ALBERT LOWELL, Prop'r.

Cor. Second and Myrtle Sts.

STILLWATER, MINN.

nov17

Lumbermen. Attention.

The meeting of the St. Croix Lumberman

Board of Trade, appointed for January 17th,

will meet at the office of Durant & Hanford,

on Wednesday, Feb. 1st,



## STILLWATER Business Directory.

### Attorneys.

**CORNMAN & LECKY.**  
Attorneys at Law and Real Estate and Insurance Agents, Stillwater, Minn.  
**WM. M. McCLURE.**  
Practices in all the Courts of the State. Office, corner of Main and Myrtle Streets.  
**E. G. BUTTS.**  
Attorney and General Land and Insurance Agent. Corner Chicago and Second Streets.  
**H. R. MURDOCK.**  
Attorney at Law and Real Estate. Office, corner of Main and Myrtle Streets.  
**ISAAC VAN VLECK.**  
County Attorney. Office, First National Bank.

### Auctioneers.

**GEORGE DAVIS.**  
Auctioneer. Residence, near old Court House.

### Agencies.

**S. BOOMER.**  
Agent for Keystone Sewing Machine, American Meat and Vegetable Chopper, and for all popular Book Publications.

### Books and Stationery.

**A. C. LULL.**  
Books, Stationery, Periodicals, Newspapers, Wall Paper, Notions, Jewelry, &c., &c.  
**A. EDRIDGE.**  
Dealer in Books, Stationery, Periodicals, Newspapers, Notions, &c., &c. Store, corner of Main and Myrtle Streets.

### Books and Shoes.

**J. KAISER.**  
Dealer in all kinds of Books and Shoes and Furnishings Goods.

### Barbers.

**J. A. TANNER.**  
Fashionable Barber and Hair Dresser, corner of Main and Chicago Streets.

### Blacksmithing.

**C. M. HATHAWAY.**  
Main Street. Horse Shoeing and Wagon and Carriage Repairing a specialty.

### Boards and Co.

**Blacksmithing.** Main Street. Horse Shoeing and Wagon and Carriage Repairing a specialty.

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## Dentistry.

**DR. B. G. MERRY.**  
Office Main street, over Westing & Co's store.  
**Dry Goods.**  
**JOSEPH DANIELS.**  
Dealer in all kinds of Fancy and Staple Dry Goods, Yankee Notions, &c., &c. Thiel's Block.

## Flour & Feed.

**C. P. SHEPARD.**  
Dealer in Flour, Meal, Feed, &c., opposite Lake House.

## Furniture.

**M. S. WILLARD.**  
Main street, dealer in and manufacturer of all kinds of Furniture, Bedsteads, &c., &c.

## Gumming, &c.

**VAN VOORHIS & ORISHBY.**  
Gum and Locksmiths and Mathematical Instrument Repairers. Second street.

## General Merchandise.

**Schupp & Schupp.**  
Dealers in Groceries and General Merchandise, Schupp's Block, Main street.

## Julius Brundwick.

Opposite Lake House. Dealer in all kinds of Family Groceries, Provisions, Dry Goods, &c.

## Torinus, Staples & Co.

Dealers in General Merchandise and Groceries and Lumber. Second street.

## N. HEENSTREET.

Holcomb's Block, general dealer in Groceries, Confectionery, Fruit, &c.

## CHAS. REIDEL.

Opposite Lake House. Groceries, Confectionery, Fruits, Provisions, &c.

## MARTIN MOVER.

Movers' Block, Chestnut street. A large and complete stock of Dry Goods, Hardware, Groceries, &c.

## HERSEY, STAPLES & DÖE.

Dealers in General Merchandise, Main street.

## WESTING, HOSPIES & CO.

McDonald & Simpson's Block. Also in all kinds of Merchandise and Fine Linen.

## JOSEPH DARR.

Dealers in Family Groceries, Fruit, Groceries and Lumber. Second street.

## A. MELLIN.

Near St. Croix House. Dealer in all kinds of General Merchandise.

## WHEELER & DARR.

Salem's Block, Dry Goods, Groceries, Provisions, Boots and Shoes, Groceries, Dry Goods, Groceries, &c.

## FRANK E. JOY.

At the Dollar Store, Chestnut street, where goods are given to customers.

## MOORE & KIMMEL.

Lake House, where everything desirable and cheap. Our stock is complete.

## MORIN & PORTS.

At the new brick block, Main street, where everything desirable is in stock in general merchandise.

## HARVEY, HOSPIES & CO.

Dealers in General Merchandise, Main street.

## EMIL WEIR.

Shoemaker, Harness, Saddles and Repairing. Main street.

## CHAS. KLEDER.

Movers' Block. Repairs Harness, Saddles, &c.

## Hotels.

**Sawyer House.**  
Alfred Sawyer, Proprietor. The largest and most attractively located in the city. Terms moderate.

## Minnesota House.

The oldest establishment in the city. OSCAR TAMM, Proprietor. Good food and comfortable accommodations. Location convenient to Depot and Steamboat Landing.

## St. Croix Hotel.

CHAS. HOLCOMB, Proprietor. One of the oldest and best in the city. Terms moderate. Location convenient to Depot and Steamboat Landing.

## Liberty House.

Good accommodations for Boarding and Transients. Dr. J. A. Hill, Proprietor.

## Insurance.

**E. G. BIRCH.**  
Agent for the National Life Insurance Co. of the United States, Stillwater, Minn.

## Liberty & Safe.

**C. A. Bromley.**  
Chestnut street. Highest quality, elegant, safe, fireproof, burglar-proof, and burglar-proof.

## Cowen & Hunter.

Stock and Vehicle Repairs. Horse and harness north of Sawyer House.

## Hempstead's.

Liver and Sate Sate and City Sate Sate. Office and Barn near Sawyer House.

## Log's & Lumber.

**Jack's Store.**  
Dealer in Logs & Lumber. Building specialty.

## Manufactories.

**Schupp, Sabin & Co.**  
Woodenware, Groceries, Groceries, &c. Main street, near Lake House.

## Meat Markets.

**D. Sinclair.**  
Main street, opposite Lake House. Every variety of Meats supplied on call.

## Holcomb & McCarty.

Reliable and reliable. East side of Main, north of Lake House.

## R. R. Davis.

Corner of Main and Myrtle. All the Meats and Poultry of the season always on hand.

## Dress Making.

**Mrs. Taylor.**  
Henry's block, building, Second street. Latest styles. Accomplished operative.

## Musical.

**Prof. J. L. Jones.**  
Instructor in Vocal and Instrumental Music. Residence, near Court House.

## Nursery.

**George Davis.**  
Propagates and imports Fruit Trees, Shrubs, Flowering Plants, &c.

## Newspapers.

**The Messenger.**  
The old and reliable published every Friday morning. Terms, only \$2.00 per year.

## Physicians.

**C. Carl.**  
Physician and Surgeon. Office, on door south of Lake House.

## J. K. Reimer, M. D.

Physician and Surgeon. Office, Main street. Residence, corner Third and Olive.

## J. C. Rhodes, M. D.

Office, Murdoch Block, Chestnut street.

## Dr. Runge.

Physician and Surgeon. Burnside Block.

## Painters and Glaziers.

**Webster Bros.**  
House, Sign and Ornamental Painters, Second street, south of Chestnut.

## Adam Marty.

Sign, Card and House Painter. Second street, north of Sawyer House.

## Pilot.

**L. C. Garrison.**  
An old and experienced pilot. Residence, Union House.

## Hank Perry.

Never lost a run. Can be contacted through Post Office or at Minnesota House.

## Wm. M. Smith.

An experienced Boat Pilot, will be ready for business on opening of navigation.

## W. S. Chippen.

Will be prepared to run Logs and Lumber with "ease and safety" upon opening of navigation.

## Jo. Penn.

The oldest and longest Pilot on the river. Residence, Boy's way.

## Charley Rhodes.

Through Pilot from Stillwater to St. Louis.

## J. S. Anderson.

Pilot and dealer in Logs and Lumber. Residence, near Court House.

## Restaurants.

**Chris. Drechsler.**  
Main street, opposite Lake House. Meals at all hours. Day Boarders accommodated. Formerly Union House.

## Saving Machines.

**J. A. Parker.**  
Agent for Wheeler & Wilson's. Second street, above Sawyer House.

## Surveying, &c.

**E. Warren McClure.**  
Land Agent and dealer in Fine Timber Land, and has a thorough knowledge of St. Croix River and has had actual experience.

## James H. Spencer.

Surveyor and Explorer of Fine Lands. Residence, Second street, north of Pine.

## Shepard Bros.

Civil Engineers and Explorers. Office, Churchill & Nelson's Building, Main street.

## Stores & Tinsmiths.

**E. Capron.**  
Dealer in Stores, and manufacturer of Tin and Sheet Iron Goods. Chestnut street.

## Torinus, Staples & Co.

Manufacturers of the most approved Stoves and Furnaces, and dealers in the most approved Stoves and Furnaces.

## Saloons.

**Coon Drechsler.**  
Drechsler's Block, Chestnut street. The finest room in the city, and the choicest Wines and Liquors always at the bar.

## Tobacco and Cigars.

**W. S. Conrad.**  
Schupp's Block, Chestnut street. Wholesale and retail dealer.

## Web. Kruschke.

Opposite State's old stand, Main street, general dealer.

## Weighing.

**Web. Kruschke.**  
Weigher of Grain, Hay, Horses, Cattle, &c. Fairbanks Scales. Second street, near Sawyer House.

## STILLWATER POST OFFICE.

Arrival and Departure of Mails.

## St. Paul and Eastern Mail.

Arrives.....11.00 A. M.  
Closes.....1.30 P. M.

## St. Croix Falls via Marine, Franconia and Taylor's Falls.

Arrives.....1.00 P. M.  
Closes.....10.30 A. M.

## Hastings via Lakeland, Afton Cottage Grove.

Arrives.....6.00 P. M.  
Closes.....7.00 P. M.

## NOT LOST.

The look of sympathy, the gentle word, spoken so low that only angels heard; the secret art of pure self-sacrifice, unseen by men but marked by angels' eyes. These are not lost.

The sacred music of a tender strain, wrung from a poet's heart by grief and pain, and uttered humbly, with doubt and fear, to busy crowds who scarcely pause to hear. It is not lost.

The silent tears that fall at dead of night, over soiled robes which were once pure and white; the prayer that the like income from the soul, longing for Christ, to make it clean and whole. These are not lost.

The happy dreams that gladdened all our youth, when dreams had less of self, and more of truth; the childlike faith so tranquil and sweet, which set like Mary at the Master's feet. These are not lost.

The kindly plans devised for other's good, so seldom guessed, so little understood; the quiet love that strove to win some wanderer from the woful ways of sin; those who were not lost.

Not lost, O Lord, for in thy bright light, our eyes shall see the path by clearer light, and things long hidden from our gaze below, then will reveal, and the woful ways of sin, they were not lost.

## STATE TENS.

The St. Paul Custom House has cost \$241,218.80, already and they want an appropriation of \$140,457.48 more to finish it.

Col. J. Han Davidson, of St. Paul, delivered his favorite lecture, entitled, "Oratory and its Oddities" in Minneapolis last Monday evening.

"The widow of John Othertday died at the Home of the Friendless, in St. Paul the 25 inst. John Othertday will be remembered as the friendly Sioux Indian who, at the time of the massacre in 1862, plotted to a place of safety a large party of whites.

SERIOUS ACCIDENT AT NEWPORT.—On Saturday, the 21st, a young lady named Rogers, 22 years of age living at Newport, in Washington County, fell down cellar, striking her head, and fracturing the skull. It is feared her injuries will prove fatal.—St. Paul Pioneer.

It is going the rounds of the papers that Rev. Mr. Edward Eggleston, formerly of this State, but more recently of Chicago, where he has been in the Sabbath School business in all its phases, has become the successor of Theodore Tilton, as editor-in-chief of the Independent. We hope it is true, and shall rejoice in his prosperity, as will his many friends in this State.

The suit of the St. Anthony Falls Water Power vs. Eastman, Merriam, Wilder, and Judd was concluded on the 21st inst., after a trial of eighteen days duration. The jury after being closeted for a couple of hours, find a verdict for the defendants. Notice of a motion for a new trial was immediately



# The Messenger.

FRIDAY, FEB. 3, 1871.

## LOCAL DEPARTMENT.

### LOCAL BRIEVITIES.

The mason work on the Elevator commenced yesterday, Feb. 2d.

Mr. JOHN GREEN talks of starting a Hardware Store in Stillwater in the spring.

Runaways are getting so common that they have ceased to make interesting items.

CAPT. WERNER S. SEAVY of Osceola, is clerk of the assembly Railroad Committee at Madison.

The Hudson papers are quite testy in regard to the Tonah Road. So much excitability doesn't argue confidence in their position and location.

GEN. SAM. HARRISMAN was in town on Saturday and Sunday last. He says he is getting out about 3000,000 feet of logs this winter, on his own personal account.

MR. MORRIS POWERS, the man who was eaten, brass buttons and all, by the wolves, was in town last week. He says he knew that story was a lie as soon as he saw it.

The Ordination of Rev. George Adams which was postponed from the 18th of Dec. last, will take place at the Universalist Church in this city on the 8th inst., (next Wednesday) at 1 o'clock p. m. All are cordially invited to attend.

JACOB BEAS and L. E. TORINUS of this city arrived home last week from an extended trip to the pines. We should have been glad to accept Mr. Torinus' invitation to accompany him on the trip, but we had pressing business in another quarter.

In all our travels, recently, we have seen no livelier looking town than Stillwater, nor one that exhibits more promising signs of growth. Our people are wide awake, and with the energy they are now displaying, Stillwater will become a big city before a good many people anticipate.

The Duluth *Minnesotan* in its account of the recent Legislative Excursion to Duluth, says: "Senator Sabin of Stillwater made a pointed speech on the White Bear Connection with the Duluth Railroad and tendered to all present the 'hospitalities of Stillwater and her peculiar institutions—which brought down the house.'" Which hospitalities were enjoyed by the assembled wisdom yesterday to their entire satisfaction.

We have less than our usual share of snow in Minnesota this winter, but enough now to make sleighing excellent, and enough in the woods to make the lumbermen's hearts rejoice. In Milwaukee and at Chicago they have two have two feet or more on a level, while in the Eastern States the snow is piled in endless and unfathomable drifts. Minnesota is the only place where the golden mean of just enough and not too much is preserved.

THERE is no city in the State that possesses better society than Stillwater. Our acquaintance is somewhat extensive, and we know whereof we speak. St. Paul has more "stoddy," some people in some other cities make more pretensions and put on more "airs." But for general courtesy, hospitality, manners, and all that makes up really good society, Stillwater is not surpassed by any city in the State. We understand that some parties in St. Paul, on a recent occasion, expressed surprise that Stillwater people could put on so much style. They didn't "put it on"; it was natural to them.

REJOICING AMONG THE GERMANS.—The Stillwater *Deutscher Verein*, and our German citizens generally, celebrated the fall of Paris at the rooms of the Society on Tuesday evening. King William of Prussia, Bismarck, Gen. Van Moltke, Gen. Van der Tann, Gen. Steinmetz, the King of Wurtemberg, and a host of other notables were present and made speeches in honor of the event. Even the fallen Emperor Napoleon was there, and remarked that while he couldn't exactly rejoice over the result, yet as he hadn't anything in particular to do at present, he would assist them in the exercises to the extent of a few glasses of lager. Altogether, it was a gay and festive scene, and an occasion calculated to swell the German heart with pride and rejoicing.

CHURCH FAIRMS IN MINNESOTA.—We call attention to the land advertisement of the Lake Superior & Missisippi Railroad Company, which appears in the *Messenger* this week. No better opportunity can be presented to men of enterprise and small capital to secure homes in the beautiful and fertile State of Minnesota.

The wagon bridge over the Minnesota River at St. Peter is completed.

## The Legislature on its Travels

### VISIT to STILLWATER

#### A Survey of our Institutions.

#### Banquet at the Sawyer House

#### TOASTS, SPEECHES, &c., &c.

Last week Senator Sabin, in behalf of the people of Stillwater, tendered the hospitalities of this city to the Legislature, which the Legislature courteously accepted by joint resolution. Thursday was fixed for the visit, and on Thursday the assembled wisdom left St. Paul by special train for the metropolis of the St. Croix Valley. They arrived at about 11 o'clock, and were met at the depot by a delegation of citizens with conveyance to take them around the city. On the way from the depot they stopped at the Penitentiary, and were much interested in observing the many improvements which it needed, and which called loudly for an appropriation. Leaving the Penitentiary they were shown the various objects and points of interest about the city, and finally entertained with a trot on the ice by several of the Stillwater fast nags. At 2 o'clock p. m.

DINNER was announced at the Sawyer House, and thither the hungry and thirsty crowd repaired, and sat down to one of the best "feeds"—as we heard a furnished newspaper reporter remark—that was ever served on an occasion of this kind—beating the Clark House, in Duluth, four to one. It was really a fine banquet, and did honor to mine host Lowell of the Sawyer House, who was obliged to get it up on very short and inadequate notice.

After the inner man had been sufficiently refreshed, and the champagne corks began to fly, Mr. W. M. McCue arose and gracefully welcomed the guests in a speech flowing with humor and good nature. He concluded by offering the first regular toast of the occasion:

"Our invited guests." Responded to by Lt. Gov. Yale, who said he with his companions felt highly honored at the invitation to visit our beautiful city. It was an epoch in their lives to which they would always look back with pleasure. He thanked our people for their generous hospitality. In driving around the city one object in particular had attracted his attention—the beautiful School Building on yonder hill. It spoke volumes for the liberality and intelligence of our people. His attention was also attracted by the Court House. There was no building of the kind in any other county in the State which could compare with it. There was also another institution here, the Penitentiary, which he thought had been shamefully neglected by the State. It struck the minds of all that the State had stunted the means to build up this institution, which was necessary to moral health. The Legislature was bound—not to the people of Stillwater, particularly, but to the State at large and to common humanity, to furnish the unfortunate prisoners the comforts necessary to health.

The second Toast, "The Executive Officers of Minnesota," was responded to by Gov. Austin, in a speech sparkling with wit, and full of good hits. Speaking of the State Institutions he said it was a most difficult problem to cover with a revenue of \$80,000 the ground which it required \$265,000 to cover effectually. When we have a constitutional convention we must amend our constitution so as to allow us to increase our State indebtedness. Until then we shall be obliged to rub along as best we can.

The third Toast, "The Stillwater and St. Paul Railroad and its connections," was responded to by Wm. L. Banning, in a speech, replete with practical suggestions and the broad and statesmanlike views regarding the development of the great Northwest which we are accustomed to hear from his lips. He said the \$100,000 that had been expended to build the road to Whit Bear was now blended with the \$250,000,000 that had been expended for railroads in this continent. This \$400,000,000, expended by the gentlemen who had constructed this road, he had no doubt would be protected by the State which had pledged its faith for its repayment. We have not space here for the remarks of Mr. Banning on the position of Minnesota, midway between the two oceans, and her relation to the Superior system of communication, which gave her a place and importance second to no State in the Union. He wound up with a remark which for its profound originality and force brought down the house. He said that the Almighty, when he poured out from his hand the waters of Lake Superior and scattered the St. Louis Fall, meant business.

The fourth Toast, "Minnesota," Responded to by Gov. Sibley. Mr. Sibley hoped that when the Constitution was amended it would be made an offense to inflict on audience like this post-prandial speeches. He

## STILLWATER LEVEE IMPROVEMENTS

A few weeks ago, Torinus, Staples & Co. set the ball in motion for the improvement of the Stillwater Levee by commencing the filling in of 50 feet of the water front immediately in the rear of their store. Most of the other owners of water fronts have followed their example, until now the following improvements are in progress:

Hersey & Staples, Louis Hospos and Isaac Staples, from Myrtle Street to Chestnut, a front of 350 feet. From Chestnut Street to the Red Warehouse the following owners:

These levees are built in the most substantial manner. A solid frame work of timber is first laid at the water front, and this is filled in with heavy stones. The whole is then filled in with sand, raising the levee above high water mark. A levee was built many years ago without this protecting frame work of timber, and it all washed out, as might have been expected. But as built now the levees will stand forever.

These improvements will cost in the neighborhood of Ten Thousand Dollars, and when completed Stillwater will have the finest river front and boat landing on the whole Upper Mississippi and the St. Croix Rivers. There can never be a time when there is not sufficient water to float the largest steamers close up to the landing. The total frontage of New Levee is 750 feet, while the fillings extend the available front of the city from 100 to 140 feet out into the Lake. Next season St. Paul will be "nowhere" as regards levee facilities compared with Stillwater. Stillwater is practically the head of deep water navigation on the Upper Mississippi, for, taking the seasons one with another, there are from six to twelve weeks every summer when the large boats cannot get above Pig's Eye on the Mississippi while there is always a deep, broad and unobstructed channel to Stillwater. Consequently, with her railroad connections now secured and to be secured, Stillwater must ultimately take the lion's share of the River business. It must ultimately become a more important river port than St. Paul. All the river freights to and from Lake Superior can next season be shipped cheaper via Stillwater than via St. Paul; and after the Minneapolis connection is secured, all freights for the up-river country to St. Cloud and above, all for the Minnesota Valley, and all for the great region west and northwest from Minneapolis will take this route instead of the route via St. Paul.

—Buy the WHEELER & WILSON by paying \$10 per month.

ACKNOWLEDGMENT.—We return our thanks to Messrs. Marsh, McCue, and others for editorial assistance during our late absence.

GENERAL INSURANCE OFFICE.—Charles Kattenburg has opened a General Insurance Office in Holcomb's Block, in this city, and is ready for business. He represents the Phoenix Life Insurance Company, and a number of first-class fire Companies. Mr. K. will doubtless do a flourishing business.

Ten twenty remaining lessons in Penmanship for \$2.00. C. S. CURTIS.

THE GRAND MASQUERADE and Fancy Dress Ball at Concert Hall, last evening, was a brilliant affair. We regret that we have neither time nor space, this morning, to give a description of the more notable costumes, which were equal to anything of the kind we have ever seen on a like occasion, anywhere. There was a large attendance and a huge amount of fun, and the festivities were continued to a late hour in the morning.

INVEST QUICKLY.—Messrs. Peabody & Wells, Managers of the Northwestern Real Estate Association, inform us that the sales of shares have already been so large that the drawing will positively take place on the first of March, as announced. The shares are now going off so rapidly that those who wish a chance to draw the Opera House should invest quickly. The books will close February 27th.

Mr. John Palles, at the Messenger Office, has been appointed Sole Agent for the sale of shares in Stillwater. Call and see catalogue of beautiful Chromos which are given with the shares.

IMPORTANT NOTICE.—Those having the old style of Wheeler & Wilson Sewing Machine can have them repaired, cleaned and re-adjusted, FREE OF CHARGE, by leaving orders at Mrs. Curtis' Millinery Rooms, Second Street, nearly opposite Putnam House.

J. A. PARKER, Agent.

THE HUDSON PAPERS speak in very complimentary terms of Rev. Mr. Wright's Lecture, delivered there on Thursday evening, Jan. 26th. The Star says:

"It was throughout plain, practical and pointed. The speaker struck straight from his shoulder at the follies and crimes of the day, and forcibly urged needed reforms. His idea that true manhood can exist only when certain religious views are adopted, we dissent from, but in the main we regarded his suggestions as eminently sound."

## THE NEW YORK EVENING POST

learns that arrangements have been completed whereby the following gentlemen go into the board of directors of the Union Pacific Railroad Company at the next election, in March: Mr. J. Edgar Thompson, president of the Pennsylvania Central Railroad Company; Mr. Thomas A. Scott, vice president of the same road; Mr. George W. Pullman, of the Pullman Car Company, Chicago, and Mr. Andrew Carnegie, president of the Union Iron Works Pittsburgh, Mr. Thos. A. Scott is to be President of the Company, who with the above named gentlemen, will become members of the Executive Committee.

STILLWATER MARKET, CORRECTED WEEKLY BY D. W. ARSTRONG.

|                            | Buying. | Selling. |
|----------------------------|---------|----------|
| Extra Milling Wheat.....   | 112 1/2 | 115      |
| No. 1 Wheat.....           | 110     | 112      |
| " 2 ".....                 | 108     | 110      |
| " 3 ".....                 | 106     | 108      |
| Rejected.....              | 90      | 95       |
| ".....                     | 85      | 90       |
| Corn, shelled.....         | 60      | 65       |
| Oats.....                  | 45      | 50       |
| Flour, by the load.....    | 550     | 600      |
| Hides, green, frozen.....  | 600     | 650      |
| " " salted.....            | 5       | 10       |
| " " salted.....            | 14      | 15       |
| " " salted.....            | 17      | 18       |
| Calf, green.....           | 12      | 13       |
| " dry.....                 | 21      | 22       |
| Sleep Pelts.....           | 60      | 100      |
| Corn Meal, bolted.....     | 150     | 125      |
| " unbolted.....            | 125     | 140      |
| Corn and Oats, ground..... | 140     | 160      |
| Lard, per ton.....         | 812     | 815      |
| Sticks.....                | 20      | 25       |
| Middlings per 100 lbs..... | 75      | 100      |
| Stillwater, Feb. 1, 1871.  |         |          |

Mr. CURTIS offers to give the twenty remaining lessons in Penmanship for \$2.00.

## TIME TABLE

### STILLWATER & ST. PAUL RAILROAD,

On and after January 1st, 1871, trains will run as follows:

Going South, will leave Stillwater at 6:30 A. M., arriving in St. Paul at 8:30 A. M.  
Going North, will leave Stillwater at 3:20 P. M., arriving in St. Paul at 5:20 P. M.  
Going South, will leave St. Paul at 8:00 A. M., arriving in Stillwater at 10:00 A. M.  
Going North, will leave St. Paul at 5:25 P. M., arriving in Stillwater at 7:25 P. M.

GROUND FEED of all kinds at Shepard's, opposite Lake House.

SHEPARD at the Feed Store, sells and delivers Grain, Flour, Feed, Produce, &c., at the lowest market price. Cash paid for oats and corn.

## SEED OATS.

200 bushels of Norway Oats for sale at One Dollar per bushel, at the Red Warehouse. E. B. & S. BROS.-ON & FOLSOM.

## NOTICE.

Regular annual meeting of Stockholders of the First National Bank of Stillwater, for the purpose of electing Directors, will be held at the office of the bank on Tuesday, Feb. 7th, 1871.

CHAS. N. NELSON, Cashier.

## IMPORTANT TO LUMBERMEN!

### SPECIAL INDUCEMENTS

Will be offered by the Lake Superior & Mississippi Rail Road Company TO LUMBERMEN

Shipping in bulk on the line of the road, in the way of

Low Prices for Stumpage, IN PINE TIMBER, and SPECIAL RATES OF FREIGHT.

And every facility afforded to make the business permanent and profitable. Apply to

LAND COMMISSIONER L. S. and M. R. R. Co. No. 57 Jackson St., St. Paul, Minn. Jan 6-2m

## WHEELER & WILSON

### LOCK STITCH FAMILY SEWING MACHINE!

Rooms at Mrs. Curtis' Millinery and Dress Making Establishment, Second Street, nearly opposite Putnam House. Machines sold on easy terms.

J. A. PARKER, Agent.

## H. M. CRANDALL, DRUGGIST.

Opposite, First National Bank, Main Street Stillwater, Minn.

DEALER IN WHITE LEAD, LINED OIL, TURPENTINE, BENZINE, VARNISHES, AND WINDOW GLASS

ALCOHOL, CARBON OIL, LARD OIL, MACHINERY OIL, PATENT MEDICINES, PERFUMERIES, &c.

H. M. CRANDALL, n10-ly

## 1856. 1870. SAVE MONEY

### OLD RELIABLE.

### ESTABLISHED IN 1856.

### ONE PRICE FOR ALL.

### IMMENSE STOCK OF

### NEV'S & BOYS' CLOTHING,

### FURNISHING GOODS

### Trunks and Valises, HATS & CAPS, BOOTS & SHOES

### THE CELEBRATED F. Y. S. HIRTS.

### Of all grades.

### All the latest styles in Hats and Caps.

### A very choice assortment of French and American Cassimeres.

### Particular attention is called to the splendid line of

### Tricot Coatings

### Merchaut Tailor

### MR. MCCALLAN,

### J. E. SCHLENK,

### Corner Main & Chestnut.

### A NEW SEWING MACHINE.

### The Keystone!

This Machine is a first class Lock Stitch Family Machine, designed for every description of family sewing and light manufacturing purposes. It is adapted to a great range and variety of work, sewing with perfect ease the finest Swiss grossamer, using No. 150 or 200 cotton, and the heaviest cloth or leather, using coarse silk or linen thread.

EVERY IMPROVEMENT That ingenuity can invent or art suggest is applicable to this Machine. It will REM, FELL, BRAID, TUCK, CORD, QUILT, GATH, ER, BIND, &c., in the MOST PERFECT MANNER.

It will sew the finest fabrics without drawing them in the least. It REMS and FELS BEAUTIFULLY on bias goods, making the stitch as elastic as the cloth.

It is elegant in style and finish, perfectly simple in construction. It is free and rapid in its movements, very light running, and a positive pleasure for the operator to use it.

The most Perfect, Simple and Reliable Lock Stitch Family Machine ever invented. Machines will be sold on easy monthly instalments.

EVERY MACHINE WARRANTED. Nov. 3 SAM. BLOOMER, Agent.

## NEW GUN SHOP.

The undersigned has resumed the Gunsmith business, as well as the making and repairing

Mathematical & Philosophical Instruments.

Shop on Second Street, Three doors south of Chestnut Street.

Gun work of all kinds will be promptly and neatly executed by Wm. D. Oakes, lately from a large gun factory in Maine. Rifles and fowling pieces made to order and warranted.

A. VAN VORHES, decd

Stillwater, Dec. 6, 1870.

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It will sew the finest fabrics without drawing them in the least. It REMS and FELS BEAUTIFULLY on bias goods, making the stitch as elastic as the cloth.

It is elegant in style and finish, perfectly simple in construction. It is free and rapid in its movements, very light running, and a positive pleasure for the operator to use it.

The most Perfect, Simple and Reliable Lock Stitch Family Machine ever invented. Machines will be sold on easy monthly instalments.

EVERY MACHINE WARRANTED. Nov. 3 SAM. BLOOMER, Agent.

## NEW GUN SHOP.

The undersigned has resumed the Gunsmith business, as well as the making and repairing

Mathematical & Philosophical Instruments.

Shop on Second Street, Three doors south of Chestnut Street.

Gun work of all kinds will be promptly and neatly executed by Wm. D. Oakes, lately from a large gun factory in Maine. Rifles and fowling pieces made to order and warranted.

A. VAN VORHES, decd

Stillwater, Dec. 6, 1870.







# The Messenger.

FRIDAY, FEB. 10, 1871.

## STILLWATER RAILROAD

### History of the Legislation Relating Thereto.

Letter from Hon. John M. Gilman.

To the Editors of St. Paul Pioneer:

As the St. Paul Press has been laboring with its usual malice, to impress the people of St. Paul with the belief that I sacrificed their interests in supporting the so-called Stillwater Railroad bill in the Legislature at the late session; and as the editor of that paper is ignorant of the facts, or reckless in his statements upon the subject, I deem it but proper that I should give your readers a brief history of the case.

So far as St. Paul interests are involved, the pith of the complaint is, that I favored a railroad bill looking to the construction of a road from White Bear Lake to Stillwater, and that such a road will operate prejudicially to our city. Now what are the facts?

In March, 1857, Congress granted to Minnesota, lands to aid in the construction of a railroad from Stillwater by way of St. Paul and St. Anthony, to a point between the foot of Big Stone Lake and the mouth of Sioux Wood River, with a branch via St. Cloud and Crow Wing, &c.

In May, 1857, the Legislature incorporated the "Minnesota and Pacific Railroad Company," (now known as the St. Paul & Pacific, and the First Division of the St. Paul & Pacific,) with authority to construct said line of road "from Stillwater, by way of St. Paul, St. Anthony, &c., and to grant to it the said lands donated by Congress to aid in its construction.

Here, you will observe, that in the Congressional land grant act, that in the charter of the Company, Stillwater, and not St. Paul, was the eastern terminal point of the road.

In 1858 the Company commenced grading the road, not at Stillwater, nor between that place and St. Paul, but from St. Paul northward, up the Mississippi river; and the work has gone on, until now, after a lapse of twelve years, the main line from St. Paul to Breckinridge is nearly completed, and the branch line as far as Sauk Rapids, but nothing done between St. Paul and Stillwater.

Now, during all this time, the people of Stillwater have been clamoring for the road to their place, and have bitterly complained of the way they have been treated in the matter. Their representatives in the Legislature have worked year after year to secure a provision in some of the acts passed in the interest of that company compelling the company to build the road to that place, but without success. They have always been put off with promises, which have never been fulfilled. During all their struggles, trials and disappointments for a road, St. Paul remained utterly indifferent in the matter—never lent a helping hand or gave an encouraging word. St. Paul, of course, would be glad to see the road built, but did not look upon it as of sufficient importance to merit effort or attention on the part of her citizens, and Stillwater was, therefore, left to struggle alone for the road.

In 1866 Stillwater secured an important legislative provision upon the subject. The St. Paul & Pacific Company entered into an agreement with its preferred stockholders by which the latter were to allow, operate and manage a portion of the line of road, including the land grant pertaining thereto, and Feb. 6, 1866, the Legislature ratified this agreement and created what is now known as the First Division of the St. Paul & Pacific Railroad Company. In this act of the Legislature is the following important proviso:

Provided, That nothing in said agreement, or in the acts of said company, in pursuance thereof, affecting in any manner, any of the lands donated by Congress for the purpose of constructing, or appertaining to, that portion of the St. Paul & Pacific Railroad, extending from Stillwater to St. Paul, shall be deemed to be a railroad or confirmed hereby; but all the lands belonging, and originally designed for and appropriated to, the construction of said road from Stillwater to St. Paul, shall remain irrevocably dedicated thereto, and the acceptance by the First Division of the St. Paul and Pacific Railroad Company of this act, either by resolution or by acting under it, shall be deemed a full release to the State of Minnesota of any and all rights which said First Division of the St. Paul & Pacific Railroad Company may have acquired in or to any of the said lands by virtue of such agreement.

Here it is provided that the lands intended and granted by Congress for the road from Stillwater to St. Paul "shall remain irrevocably dedicated thereto." Neither this act, or the act of Congress, will allow any of these lands to be used to construct a road to Hudson or Taylor's Falls. If not taken to build between Stillwater and St. Paul they revert to the General Government.

In the winter of 1867 the people of Stillwater having become tired and discouraged in waiting for the Saint Paul and Pacific Company to build the road to that place, formed an independent company, under the general law, the name and object of which is set forth in the first article of their articles of incorporation in the following words:

Article 1st. The name of this corporation shall be the Stillwater & St. Paul Railroad Company. The general nature of its business shall be the construction, maintaining and operating a railroad from Stillwater, Minnesota, to St. Paul, Minnesota. The principal place of transacting its business shall be Stillwater, aforesaid.

There are thirteen incorporators, none of whom are from St. Paul, except Charles Scheffer, who joined with the Stillwater people in the effort to secure a road there, because he had large interests in that place. These articles of incorporation were executed and filed January 23d, 1867.

On the 10th of February, 1867, the said Stillwater and St. Paul Company, and the St. Paul & Pacific Company, entered into an agreement whereby the latter company agreed to transfer to the former all its rights, privileges, franchises and lands pertaining to the road from Stillwater to St. Paul, subject to the approval of the Legislature.

On the 4th of March, 1867, the Legislature approved and confirmed said agreement by an act of much importance in the consideration of this subject. The first section of the act reads as follows:

Section 1. That the agreement between the St. Paul and Pacific Railroad Company and the incorporators of the Stillwater and St. Paul Railroad Company, filed for record on the 23d day of February, A. D. 1867, in the office of the Secretary of State, and by which the agreement of said Stillwater and St. Paul Railroad Company to relinquish that part of the main line of its road from and between Stillwater and St. Paul, together with the rights, franchises, lands and privileges pertaining to said portion of said line, be and the same is assented to or behalf of this State, and hereby confirmed. And the said St. Paul & Pacific Railroad Company is released from the obligation to construct that portion of its main line so relinquished, and from all penalties and forfeitures by reason of the non-compliance therewith within the time heretofore provided by law.

The second section of the act authorizes the said Stillwater and Saint Paul Company to relocate the line of the road, and to construct and operate the same.

The third section provides for selecting and setting apart the land granted by Congress for the road, and that the same be held by the State for that purpose, to be conveyed to the Company as the road is completed as provided in said act.

The fourth section provides that when ten miles of said road is completed, the Governor shall convey to said Company, of said lands, ten sections for each mile so completed; and that when the residue of said road is completed so as to secure railroad communication between Stillwater and St. Paul, the remainder of said lands pertaining to said completed road shall be conveyed to said company.

The fifth section of said act reads as follows:

Sec. 5. The said Stillwater & St. Paul railroad company shall have power to consolidate with any other railroad company, whether said company be now under the general law or under any special act of incorporation, at any time before or after the construction of said line of road. Provided, however, that no agreement of consolidation shall be made with any railroad company of any other State within five years from the time of the passage of this act.

It will thus be seen that under this act of March 4th, 1867, the lands granted by Congress to aid in the construction of the road from Stillwater to St. Paul, were ordered to be selected and apart, and held in trust for said Stillwater company, and to be conveyed to said company as said road should be completed. That when ten miles of the road should be completed, 100 sections of the lands were to be conveyed to the company, and when the balance of the road should be completed "so as to secure railroad communication" between Stillwater and St. Paul, the remainder of the lands were to be conveyed to the company. And that the said company was empowered "to consolidate with any other railroad company" in the State. The said fifth section above quoted of said act of 1867, is important as showing authority then conferred upon said Stillwater company to connect and consolidate with the Superior company.

In forming said Stillwater Company, and making said contract with the St. Paul and Pacific company, and procuring the passage of said act of March 4th, 1867, the citizens of Stillwater were looking to a connection and consolidation with the Superior company at or near White Bear, as the most desirable connection for them to make, and their only hope of getting a road, and hence said act was drawn up with special reference thereto. It would be singular if they had not taken this view of the matter, for by such connection they would have to build only thirteen miles of the road to secure railroad communication with St. Paul, and not increase the entire distance to exceed two miles over any other route upon which a road could be built between said places. And besides, they would have more direct and less expensive communication with Lake Superior and the pine regions of Minnesota, in which the citizens of Stillwater are largely interested.

Now, bear in mind that in all these proceedings on the part of the citizens of Stillwater to secure a road to that place, St. Paul and her citizens took no interest whatever. Citizens of St. Paul did not join the citizens of Stillwater in forming the Stillwater and St. Paul Railroad company. They did not take any stock in that stock—did not object to the agreement between that company and the St. Paul & Pacific company; and did not oppose or object to the said act of the Legislature of March 4th, 1867. There was utter indifference in the matter on the part of St. Paul, so far as regards any action or expression. St. Paul had other railroad projects on hand, of vastly more importance to her welfare. While she would doubtless be glad of a railroad connection with Stillwater, yet she did not look upon it as of such importance as to justify her in taking hold of the matter, but was willing to let Stillwater work it out as best she might. Such, at least, I judge, was the view taken of the subject until

1867, as there was no action taken or expression made to the contrary.

Since the passage of the act of March 4, 1867, the Stillwater Company has been negotiating with the Superior Company, to build their road from them from Stillwater to some point on the Superior road, so as to form railroad connection with St. Paul, and also with Lake Superior. But before finally consummating any agreement, it was the desire of both companies to have section 5, before quoted, of the said act of March 4th, 1867, amended so as to express more clearly the rights of the company to the lands dedicated to the road, when connection should be made with St. Paul.

Hence the passage of the act at the late session, which act it is claimed sacrifices St. Paul interests. It was simply amending the before quoted section five, of the act of March 4th, 1867, and reads as follows:

An act to amend section five (5) of chapter thirteen (13) of the Special Laws of 1867. Be it enacted by the Legislature of the State of Minnesota: Sec. 1. That section five (5) of chapter thirteen (13) of the Special Laws of 1867, be and the same is hereby amended so as to read as follows, viz: That said Stillwater and St. Paul Railroad Company shall have power to consolidate with any other railroad in the State at any time before or after the construction of the same, and may also connect with any other railroad communication between Stillwater and St. Paul, and whenever such connection is made so as to form railroad communication from and between said points, the said line of road shall be deemed completed within the meaning of this act, and said company entitled to the grants, rights and privileges in this act contained. Provided, said company shall make railroad connection between Stillwater and St. Paul as aforesaid on or before the first day of January, 1871.

Sec. 2. This act shall take effect and be in force from and after its passage.

When this bill was pending before the Legislature it was not opposed by any one because it allowed or favored the building of the road from Stillwater to White Bear, or any other point on the Superior road, but it was sought, and only sought to attach an amendment to it to the effect that the company should only draw lands for that portion of the road between Stillwater and the point of junction with the Superior road. This was at tempted in both branches of the Legislature, both before committees and in the respective Houses, but without success. Col. Morrison, Gen. Sibley, Capt. Blakey and others were before the House committees and allowed a full hearing upon the bill, and expressly stated that if the Stillwater company wanted to build to White Bear, there were no objections, but what they wanted was an amendment to the bill, as above mentioned. Mr. Merriam proposed the same amendment, and made the same statement upon the subject when the bill was under consideration in the House.

N. W. viewing the matter as it bears upon and affects the interests of St. Paul, it is immaterial what may be thought of the general merits of the amendment which it was sought to attach to the bill, for St. Paul was more interested in the quantity of lands the Stillwater company should get than was any other town or city in the State, and I might say the United States. Unless the Stillwater company, in building a road between Stillwater and St. Paul, complies with the requirements of the act of Congress making the grant of lands for that purpose, it cannot draw any of the lands; but if, in securing railroad connection between the two places, it does so comply, and then does not get all the lands, the remainder will not belong to St. Paul, nor the State, but will revert to the General Government. Lands withheld from the Stillwater Company in such case, could not be granted for any other project.

Therefore, the quantity of lands which the Stillwater Company shall receive for securing railroad connection between Stillwater and St. Paul, (the only point urged against the bill) is not a matter in which St. Paul has any direct or special interest. It is the way in which St. Paul will be affected by the construction of the road, that she can claim any interest in the matter and not in what is made or lost by the Company in its construction.

What amount of lands the Company shall draw, concerns the Company, but not St. Paul, and will be for the Government to determine. If they build from Stillwater to White Bear and thereby form connection with St. Paul by consolidating with the Superior road, they may draw all the lands granted by Congress and dedicated for the road, or they may have to lay another track from St. Paul to White Bear in order to draw them. I think they will decrease, and set apart for this purpose, as soon as they have secured railroad communication between Stillwater and St. Paul. But it is no matter of consequence to our city whether they do get them or not. I think men who undertake the building of railroads have a hard time of it, and are seldom remunerated, and their efforts and labors never rewarded; and I have always favored liberal legislation for railroad companies, and especially in obtaining the largest grants possible from Congress. I did what I could in getting through Congress the bill increasing the land grants to the roads in our State from six to ten sections per mile, and I will do what I can to help the Stillwater Company get its entire grant, when it has secured railroad communication between Stillwater and St. Paul, as contemplated by the act of Congress making the grant, which I think will be decided to be the case when such connection is made by way of the Superior road and White Bear. But as before remarked, all it does not get will revert to the General Government.

It is a little difficult, perhaps, to divine the real cause of this recently awakened hostility to the Stillwater road. While the interests of our city is put forward as the cause, it is very evident that this is only the pretext. There is a company formed here to

(Concluded on third page.)

## BRONSON & FOLSOM,

CORNER MAIN AND MYRTLE STREETS,

STILLWATER, MINNESOTA.

Wholesale and Retail Dealers in

Dry Goods, Hats, Hardware, Glass Ware, Cordage, Molasses, Teas,

Clothing, Caps, Cutlery, Window Glass, Sugar, Pork, Coffees,

Furnishing Goods, Boots and Shoes, Crockery, Nails, Syrups, Beef, Fish, Spices,

—AND—

## FINE FAMILY GROCERIES,

OF EVERY DESCRIPTION.

We invite the attention of our friends, patrons, and the public generally, to our stock, which is full and complete in every department, and

THE LARGEST IN THE VALLEY.

Our prices will be at all times as LOW as the

LOWEST.

t19

## Butler & Gray,

Dealers in

GRAIN, PRODUCE, PROVISIONS, LIME, CEMENT, PLASTER, PAINT, WRAP- PING AND SHEETING, PAPER, SALT, COAL AND WOOD.

Agricultural Implements, Flour and Feed, Agents for

## THE KIRBY SELF-RAKE.

Reaper and Mower,

The National Field Trial First Prize

GOLD MEDAL, MACHINE.

AGENTS FOR

Northern Line and Diamond Joe

LINE OF STEAMERS, AND ALSO THE

St. Paul and Taylor's Falls Packet,

## "WYMAN X."

LOWEST RATES

OF FREIGHT AND PASSAGE.

To All River Points.

Wood, Staves, Rafting Material, &c., Freight to Points on the Lake and

Barges for Hire.

## ST. ANTHONY IRON WORKS.

Main Street, near the Bridge, St. Anthony, Minn.

## C. B. BUSHNELL & CO.,

Manufacturers of Steam Engines, Boilers, Gang Circular Saw Mills, Pail, Lever Head Blocks, Improved Sloggers and general Repair Work.

## JOHN HILDEBRANT,

Below Bernheimer's Block, Main St.,

## MERCHANT TAILOR.

I am now supplied with a good assortment of

PICKED CLOTHS

and am prepared to manufacture

SUITS TO ORDER

in the

LATEST STYLE & FASHION

and in every instance guarantee satisfaction and

PERFECT FITS.

CHARGES REASONABLE.

CUTTING, CLEANING AND

REPAIRING

Done on the shortest notice.

## DENTISTRY.



B. C. MERRY, DENTIST, Office over Westing & Hoopes' Store, MAIN STREET.

GREAT REDUCTION IN PRICES: Upper or Lower Sets Gum Teeth, \$15, to \$25. Full Upper and Lower Sets, 30, to 50. Gold Fillings, 2, to 5. Amalgam Fillings, 1, to 2. Good Teeth are essential to good health. A good supply of all kinds of mechanical used for restoring the teeth and keeping them in a healthy condition.

A large stock of Artificial Teeth constantly on hand.

I claim an improvement in setting Teeth superior to any now in use.

Either administered for the painless extraction of Teeth.

All work warranted. Perfect satisfaction given or no charge.

B. G. MERRY, DENTIST, Stillwater, Minn.

nov3

## S. SELLECK,

Dealer in

CLOTHING, FURNISHED GOODS, BOOTS & SHOES

Hats, Caps, &c.

Store in Lake House, Main Street, Stillwater. 26-17

## For the Ladies.

MRS. H. KAUFFMAN would respectfully inform the citizens

of Stillwater and vicinity, that

she has just received her Fall

Stock of Millinery Goods which

is one of the largest and best

selected ever brought to this City

Her assortment of Flowers, Ribbons and Trimmings have been

selected with the utmost care,

and are all of the latest styles

and fashions. Call and examine

her goods in Mowers' Block.

Chestnut St. 294w

## H. C. SHEPARD,

Land Agent and Surveyor,

FOR FARMERS AND LUMBERMEN.

Office in Nelson's Block, Main st., Stillwater.

Aug. 21, 1867.—m36-1f

## ADAM MARTY,

House, Sign and Carriage

PAINTERS.

GRAINING, GLAZING AND

PAPER HANGING

DONE TO ORDER.

Shop, corner of Olive & Second Streets

STILLWATER, MINN.

All orders left at either of the Drug stores, will be promptly attended. May 14, 1867.

## CORNMAN & LECKY,

Attorneys at Law,

Office in Holcomb's Block, corner of Main and

Chestnut Streets,

STILLWATER, MINN.

L. A. CORNMAN. THOMAS LECKY.

## NEW GOODS: NEW FIRM.

### MARTIN MOWER,

COR. SECOND AND CHESTNUT STREET, STILLWATER, MINN.

Having returned from the East with one of the largest and best selected stock of

HARDWARE, CROCKERY, GROCERIES, DRY GOODS, CLOTHING, BOOTS & SHOES, HATS, CAPS, &c., &c., &c.

And having associated with him Mr. H. C. VAN VORHES and W. H. RICHARDSON, is now prepared to do a

### GENERAL RETAIL OR WHOLESALE BUSINESS.

All are invited to call and examine the stock and compare prices before purchasing elsewhere.

GOODS DELIVERED TO ALL PARTS OF THE CITY, FREE.

Also sole agent for Washington Co., for McKenney's Buckeye Grub and Stump Machine

## WHEELER & DARMS,

Have just received a

### New Stock of Dry Goods,

GROCERIES,

PROVISIONS, HARDWARE AND CROCKERY.

BOOTS & SHOES

### Farm Implements & Notions.

All of which will be sold CHEAP and for CASH only. Our stock is E. V. and CO. IMPORTERS, and the public are requested to call and examine goods before purchasing elsewhere, at the old stand of H. C. Van Vorhes in Nelson Block, Main Street. 21 3m.

## JEWELRY.

### J. W. PASSMORE & CO.

St. Croix Building, Main street, Stillwater.

## WATCHMAKERS & JEWELERS,

Have a Large and Complete Stock of

SILVER AND PLATED WARE, FANCY TEA SETS OF THE LATEST PATTERNS, WARRANTED THE BEST MADE.

## CLOCKS,

from the finest imported to the cheapest American, and guaranteed for durability and time.

## WATCHES,

Elgin, Waltham and Swiss in gold and silver cases. LADIES WATCHES OF ALL DESCRIPTIONS.

CHAINS, BRACELETS, GOLD PENS, PENCILS, DIAMONDS, PRECIOUS STONES IN

COSTLY SETTINGS, CLOCKS, WATCHES, AND JEWELRY.

REPAIRED PROMPTLY, AND SATISFACTION

GUARANTEED IN WORKMANSHIP

AND PRICES.

Stillwater, August 16, 1870.

## NEW MILLINERY GOODS.

## MARTIN MOWER

Mrs. C. S. CURTIS,

SECOND STREET,

Has just received a large and well selected

stock of the leading styles of Fall and Winter

Millinery.

Bonnets, and Ladies' and Misses' Hats,

Velvets, Satins, Silks,

Jets, Ostrich & Paradise Plumes,

Flowers, Ribbons, Laces,

And a great variety of handsome Feather and

Trimmings.

These Goods are all new and of a first class

quality, and will be sold cheap for cash.

DRESS MAKING.

I am in receipt of all the latest and most de

sirable style of Cloak and Dress Patterns,

Trimmings, &c. All work warranted.

nov17

## SCHULENBURG, BOECKELER & CO.,

Manufacturers of

## LUMBER

And dealers in

GEN'L MERCHANDISE

STILLWATER, MINN. oct 2

## Sawyer House,

ALBERT LOWELL, Prop'r

Cor. Second and Myrtle Sts.

STILLWATER, MINN.

nov2

A LOT OF

## FUR GOODS,

INCLUDING

OTTER







# The Messenger.

FRIDAY, FEB. 10, 1871.

## LOCAL DEPARTMENT.

### LOCAL BRIEVITIES.

The weather is clear, cold and delicious.

The prospectus of that excellent newspaper, the St. Paul Pioneer will appear next week.

The Reporter says the timbers necessary to complete the St. Croix bridge are being hauled from Sunrise City to Taylors Falls.

It is thought that the Governor will not reach a decision on the Stillwater and St. Paul Land Grant matter until next week.

A bill has been introduced to limit passenger fare on the railroads to 3 cents a mile, and freight to 24 cents per ton a mile, in Minnesota.

What has come into town lately during the past week. Mr. Armstrong informs us that he has bought, on an average, about ten loads per day.

The most excellent tooth powder that we ever used, and we have tried a good many, is a vegetable powder manufactured by Dr. B. G. Merry of this city.

Remember the splendid Burdett Organ to be given away at Concert Hall, Friday evening. It will be disposed of, by vote, to the most accomplished lady.

The ordination of Rev. George Adams did not occur on Wednesday evening, according to announcement, owing to the absence of Rev. Mr. Marvin.

Messrs. John McKesick and H. R. Murlock returned from their trip to the East on Wednesday. J. N. Castle, who accompanied them, went around by the way of Washington.

Several of our exchanges contain the novel information that the new Congressional apportionment bill will give Minnesota three Senators, and perhaps four. They mean Representatives. Each State is limited, by the Constitution, to two Senators.

We were glad to meet in our Sanctum, yesterday, Hon. Ebenezer Ayres of Cottage Grove in this county. Mr. A. came to attend the expected ordination of Rev. Geo. Adams.

The same paper says: "Our butchers are buying their pork in Minneapolis and hauling it here in sleighs. Chicago county does not raise sufficient pork for home consumption."

At the Universalist Church on Sunday, Feb. 12th, at 10 o'clock a. m., Rev. George Adams will preach a sermon on "Selfishness," and also one at 7 1/2 p. m., on "Foolishness." All are cordially invited to come and hear.

The Hudson Star says logs are now being "banked" in the pines at an unprecedented rate. Lumbermen are as happy as larks at the sufficiency of the snow, and the estimates on the log crop, made in the early winter, bid fair to be filled.

Remember the Old Folk's Concert at Schlenk's Hall this (Friday) evening. It is the last entertainment, and none should miss the opportunity to see the old-time costumes and listen to the delightful music of this troupe.

T. H. PRESSNELL, the able and energetic publisher of the Duluth Messenger, with his wife, is spending the week in this city. Tom is an old resident of Stillwater, and is cordially greeted by his numerous acquaintances.

Lectures at the Episcopal Church, next Sunday evening, Feb. 12th. Subject, "My visit to the Catacombs of Rome, the Cemeteries of the Early Christians." Second lecture, Sunday evening, Feb. 19th. Subject, "The Gallery of Inscriptions, in the Vatican," illustrating the faith of the Early Christians. Service at 7 p. m. Seats free.

We notice that the Postmaster General has advertised for proposals for mail routes as follows:

13374.—From Hudson to Stillwater, (Minn.) six miles and back, three times a week. Leave Hudson Monday, Wednesday, and Friday, at 7 a. m.; arrive at Stillwater by 9 a. m.; leave at Stillwater Monday, Wednesday and Friday, at 10 a. m.; arrive at Hudson by 12 m.

Proposals for six times a week service invited, also proposals to run by a reversed schedule.

13375.—From Lincoln Centre, by Wagon Landing, Star Prairie and Somerset, to Stillwater, (Minn.) 30 miles and back, once a week. Leave Lincoln Centre Monday, at 7 a. m.; arrive at Stillwater by 6 p. m.; leave at Stillwater Tuesday, at 7 a. m.; arrive at Lincoln Centre by 6 p. m.

Proposals invited for two, and also for three times a week service.

NOTICE.—The agent for "American Woman's Home" and "Physical Life of Woman," will commence to deliver the books to subscribers this week.

## THE ELEVATOR.

### Progress of Construction.

### HOW IT IS BUILT

### The Future of Stillwater as a Grain Market.

The Stillwater Elevator, under the energetic superintendence of Geo. M. Moulton, is driving ahead at an astonishing rate. The masonry work was commenced a week ago, and a solid wall of masonry now rises some ten feet or more from the top of the piles. The stone is laid in hydraulic cement, which is mixed in hot water, and it is calculated that it will set before it freezes, even in colder weather than this.

As some of our readers may have a curiosity to know how Elevators are built, we will give a brief description of the one now in progress.

The first foundation of this Elevator is 722 piles, driven to the level of the present water surface in the Lake, which is very nearly down to low water mark. The space between the piles is filled in with what is known as rip-rap, in other words broken stone, the whole forming a compact and solid foundation to the surface of the water. The piles are capped with heavy plank, and on this rests the masonry. All the walls are 6 feet at the base, tapering to three feet at the top. The masonry will rise 17 feet from the top of the piles, placing the building out of the reach of the highest rise of the waters.

The dimensions of the outside walls of the Elevator at the base are 55 by 38 feet. The dimensions of the frame work are 50 by 23 feet, leaving 5 feet of wall for battery. In the rear of the main building is an addition for boiler and engine rooms 34 1/2 by 20 1/2 feet, and in the rear of this another addition for smoke stack 12 1/2 by 12 1/2 feet.

The height of the building from the cap rock to the ridge pole will be 80 1/2 feet, or from the top of the piles 100 1/2 feet. The height of the smoke stack will be 105 1/2 feet.

The storage capacity of this Elevator will be 50,000 bushels, and it will have, in addition, a transfer capacity of 125,000 bushels every 24 hours. It will have a dock elevator for loading and unloading barges, a main elevator for carrying the grain to the weighing loft, and a shore elevator for loading and unloading cars.

Just think of it. By this Elevator, when finished, grain can be transferred from barges to the cars and vice versa, in a continuous stream and weighed in its passage, at the rate of 125,000 bushels in 24 hours, or at the rate of more than five thousand two hundred bushels per hour. Quite an improvement, indeed, over the old method of shoveling and sacking!

Next season, and ever hereafter, all the grain from below this point that takes the Duluth route to market, will naturally be shipped by way of Stillwater. In fact, there is no other route for it to take, for there is no Elevator at St. Paul for the Superior Road, and will not be. Stillwater must in time become, next to Duluth, the largest grain shipping point in the State. It is quite probable that in another year still another Elevator will be needed here.

FESTIVAL AT CONCERT HALL.—The Ladies of Ascension Church in this city are making preparations for a Festival at Concert Hall on Thursday evening, Feb. 16th. The programme, more in detail, will be published hereafter. From what we know of the arrangements we feel justified in predicting a splendid time to all who attend. It will be the Festival of the season.

MARRIED.—We notice by our exchanges that Josie Booth and Wm. Marley, well known to our theatre goers here, were married by a Justice of the Peace in Bloomington, Ill., on Tuesday, Jan. 31st.

FIRE AT WHITE BEAR.—We learn from the Pioneer that the residence of Mrs. Sarah Marchand, at White Bear Lake, was entirely destroyed by fire on Sunday morning last, with all the furniture and wearing apparel belonging to the occupants. Loss about \$6,000, insurance \$3,000. The fire is supposed to have caught from a defective fuse.

OCT OF SIGHT, OUT OF MIND.—Last Tuesday, a chap from Isanti county, on applying for a homestead was asked the usual question, "Married, or Single?" He replied "single," but after a few moments pause sprang to his feet and exclaimed, "Hold on, by Gosh, I am married." He had been a bachelor so long that his recent marriage had "slipped his mind." The papers were altered—Reporter

## THE MAIL ON THE CARS.—Not

withstanding trains have been running regularly to Stillwater since the 1st of January and earlier, people are still supplied with mail by the old stage line. We understand that the Stage Company are desirous of transferring their contract for carrying the mail to the Railroad Company, as it no longer pays to run the stage line. A petition has been circulated among our citizens and extensively signed, asking the P. O. Department to permit the transfer. It is to be hoped the petition will be speedily granted, as by the cars we should receive our mails with more regularity, and also receive two mails a day when we now get but one.

NEW BOOKS RECEIVED BY THE LIBRARY ASSOCIATION.—The Stillwater Library Association have just received a lot of new and attractive books, embracing the following: Napoleon and Queen Louise, Marie Antoinette and her son, Womans Wrongs, Tom Brown at Rugby, Redjovens Letters, Bear Book of Decatur, Moods, Margaret, Griffith Gaunt, Christie Johnson, Put Yourself in his Place, Clossier and Hearty, Love Love Smooth, Hard Cash, True Little, White Lies, Albert Nyanza, Wood Gathering, Only a Girl, At Last, New Timothy, Hermit, We Girls, David Elginbrod, Robert Falconer, Mrs. Caudle, Mary Russell Mitford, Woe, 9 volumes of Dickens works.

TIME IS FLYING, and the opportunity to draw the Opera House will soon have passed. Don't lose any time, therefore, in investing in the North-western Real Estate Association of Minneapolis. The drawing takes place March 1st. You will get an elegant Chrono and in addition a chance to make your fortune by drawing a big prize. Jim. Palles, of this office, is agent for Stillwater.

CITY COUNCIL.—At the regular meeting of the City Council, last Tuesday evening, two lengthy petitions were presented, one for and one against their enactment of the fire ordinance. Both were laid on the table, thus leaving the matter in statu quo. In our opinion, the time has come when there should be a fire ordinance at least for Main street, extending the fire limits say from McKesick's race to Butler & Gray's warehouse, extending back 100 feet on either side of the street. Men who are willing to put up expensive business houses of brick or stone should be protected from the dangerous contiguity of wooden buildings. Back of these limits it is yet too soon to prohibit the erection of cheaper structures.

The Council ordered the opening of Union alley from Chestnut street to Nelson alley. Aside from the auditing of the usual bills this was all the business of importance transacted.

All the papers which sent reporters to the late Legislative Dinner in this city speak in the most flattering terms of the abounding hospitality of Stillwater. The St. Paul Press reporter says:

"It can be said without exaggeration that but few communities can surpass the city of Stillwater in the matter of extending that warm, old fashioned, right-royal hospitality, which is often read of, but seldom experienced. It seemed as if every citizen of Stillwater for the time being had lost sight of his individual pursuits and inclinations, in order to devote his individual attention to making the welcome of the Senators, Representatives, State officers and invited guests, so cordial, complete and satisfactory, that every visitor was not only at once placed in good humor with himself and the world, but positively delighted."

A WORD FROM THE WISE.—Rev. Daniel Wise, D. D., editor of the New York Sunday School Advocate, this speaks of the celebrated Craig Microscope:

"Its simplicity, cheapness and great magnifying power, struck me with surprise. Then I was examining a fly's eye by its aid, and was struck with wonder at the skill and power of the Creator, which is displayed in its structure. When I saw a statement in advertisement that the Craig Microscope magnified one hundred diameters, and could be bought for \$3.00, I thought it was one of the humbugs of the hour, for I had paid \$20 for a microscope not long before. But now I find it to be a really valuable instrument, which I should like to see introduced into the families of our readers in place of the manifold useless toys which please for an hour and are then destroyed. This microscope would both amuse and instruct them, and I advise every boy and girl who wishes to know the wonders which lie in little things to save his money until he has \$3.00, which will pay for the microscope and the postage when sent by mail."

Read the Advertisement in another column of this issue.

A. H. Ross, at the corner of Jackson and Third streets, St. Paul, has the best stock of Drugs, Medicines, Chemicals and Fancy Goods of any store in the city. Persons waiting for their care are invited to call there and spend their leisure moments.

—Buy the WHEELER & WILSON by paying \$10 per month.

## MILITIA COMPANIES.

We have received the following letter from a friend in St. Paul:

HEADQUARTERS, FIRST REGIMENT, ENROLLLED MILITIA, ST. PAUL, Feb. 7, 1871.

Geo. K. Shaw, Esq.—Dear Sir:—The militia spirit is being revived somewhat in St. Paul and vicinity. We have four companies here, two at St. Anthony and Minneapolis, and want one to be raised at Stillwater. Please suggest the thing in your paper. The State will furnish arms and equipments, and the Adjutant General of the State will give all the information necessary. We would like to see a company ready by the 1st of May next.

Respectfully, A. P. C.

If any of the Stillwater boys feel possessed by the military spirit, we advise them to "go in." They will never have a better opportunity.

The speech of Congressman Knott of Kentucky on the Bayfield land grant is the best thing we have seen lately in the way of exaggeration and hyperbole. His take-off on Duluth is especially good. The Minnesota says it is a big advertisement for Duluth. If it defeats the Bayfield grant Duluth will be well off to stand Mr. Knott's witty drives at her present humble dimensions.

Mr. Knott seems to have made the mistake of supposing that the Bayfield grant was a Duluth measure. But if he wants to rejoice the hearts of Duluthians he can do it in no other way so effectually as to defeat that grant.

The prospect of peace in Europe seems to be improving. The French on sober second thought, will undoubtedly be willing to secure peace on the best attainable terms.

### LUMBER INSPECTOR'S REPORT.

From the report of J. G. Callahan, Lumber Inspector of District No. 7, dated Eau Claire, we find that the following amounts of logs, lumber, &c., have been sealed at that point during the past season:

40,194,423 feet of pine logs sealed, and 27,406,326 feet manufactured into lumber, also 9,382,000 lath, and 461,000 palings cut.

John T. Hanson, Lumber Inspector at Wilson, Buffalo county, shows 10,349,080 feet of logs sealed in Lumber District No. 6, of which 40,222 were picked up at the mouth of Chippewa river, 1,068,172 sealed opposite Reed's Landing, 8,570,303 at Beef Slough Boom, and 670,382 rescaled from the season of 1869.—La Crosse Leader.

A CANDIDATE FOR THE PULPIT.—"What are you going to do after you graduate?" asked a gentleman of a Williams' College student who is fitting for the ministry.

"Dan'mo," replied the youth. "Preach the gospel, I s'pose."

Oh, woman! in our hour of ease, Uncertain, coy, and hard to please; But seen too oft, familiar with her face,

We first endure, then pity, then embrace.

—Old ad. to a hackman: "But these hacks are dangerous. You never know who rides in them. We might get the small pox." Coach: "You've no cause to be afraid of my coachman, for I've ad the hind wheel vaccinated, and in took beautiful."

—Buy the WHEELER & WILSON by paying \$10 per month.

FAILURES TO 1870.—The usual statement of the Mercantile Agency of the number of failures and amount of liabilities reported during the past year, shows an increase of 25 per cent in failures as compared with 1869, and 33 per cent, as compared with 1868. In 1869 the number of failures was 2,789, amount of liabilities \$75,054,000. In 1870 the number failures was 3,551, and the liabilities \$88,234,000.

Go to Shepard's at the Feed Store for your Winter wheat and Buck wheat Flour.

The Dollar Store of M. C. TUTTLE, 192 Third street St. Paul, has the largest and most beautiful assortment of Goods usually found in a Dollar Store. His line of Statuary is perfectly magnificent. It is wonderful that such beautiful goods of art can be sold at such a price. Yet a call at his establishment will satisfy the most fastidious. He has a full line of Hosiery, Ladies and Gents' Underwear, all the new and beautiful styles of Jewelry, Perfumery, Toilet Soaps, Mirrors, Silver Plated and Glass Ware, Hair Brushes, Feather Dusters, and over a thousand other useful articles. Whoever purchases ten one dollar articles can have a choice of goods to the amount of One Dollar.

### STILLWATER MARKET.

| CORRECTED WEEKLY BY       |         | D. W. ARMSTRONG. |     |
|---------------------------|---------|------------------|-----|
|                           | Buying. | Selling.         |     |
| Extra Milling Wheat...    | 110     |                  |     |
| No. 1 Wheat...            | 105     |                  |     |
| " 2 "                     | 100     |                  |     |
| " 3 "                     | 95      |                  |     |
| Rejected "                | 85      |                  |     |
| Corn, shelled...          | 60      | 65               |     |
| Oats...                   | 45      | 50               |     |
| Flour, by the barrel...   | 550     | 600, 650         |     |
| Hides, green from...      | 7       |                  |     |
| " salted...               | 14      | 15               |     |
| " flint...                | 17      | 18               |     |
| Calf, green from...       | 12      |                  |     |
| " dry...                  | 21      | 22               |     |
| Sheep Pelts...            | 60      | 100              |     |
| Corn Meal, bolted...      | 100     | 125              | 200 |
| " unbolted...             | 125     | 140              | 150 |
| Corn and Oats ground...   | 130     |                  |     |
| per ton, on board...      | 112     |                  |     |
| Shorn "                   | 60      |                  |     |
| Middlings per 100 lbs...  | 75      | 100              | 125 |
| Stillwater, Feb. 8, 1871. |         |                  |     |

The sum of Five Hundred Dollars is to be appropriated for the New York Postoffice, and One Hundred Thousand dollars for the Boston Postoffice.

The penalty for opening letters directed to another, is from a fine of not more than \$500 to imprisonment for ten years. Haste and mistakes are no plea. Now open your wife's letters, if you dare.

### TIME TABLE

#### STILLWATER & ST. PAUL RAILROAD.

On and after January 1st, 1871, trains will run as follows:

Going South, will leave Stillwater at 6:50 A. M., arriving at St. Paul at 8:20 A. M.

Going North, will leave St. Paul at 8:20 A. M., arriving at Stillwater at 10:15 A. M.

Going South, will leave St. Paul at 5:25 P. M., arriving at Stillwater at 7 P. M.

Second twenty lessons in Penmanship of \$3.00 at Curtis' Writing School.

—Buy the WHEELER & WILSON by paying \$10 per month.

IMPORTANT NOTICE.—Those having the old style of Wheeler & Wilson Sewing Machine, have them repaired, cleaned and re-adjusted, FREE OF CHARGE, by leaving orders at Mrs. Curtis' Millinery Rooms, Second street, nearly opposite Putnam House.

J. A. PARKER, Agent.

This twenty remaining lessons in Penmanship for \$2.00.

C. S. CURTIS.

Ma. CURTIS offers to give the twenty remaining lessons in Penmanship for \$2.00.

GROUND FEED of all kinds at Shepard's, opposite Lake House.

SHEPARD at the Feed Store, sells and delivers Grain, Flour, Feed, Produce, &c., at the lowest market price. Cash paid for oats and corn.

### SEED OATS.

500 bushels of Norway Oats for sale at One Dollar per bushel, at the Feed Warehouse.

ELMER & FOLSON.

\$5 to \$10 PER DAY.—MEN, WOMEN, BOYS and GIRLS who engage in our new business make from \$5 to \$10 per day in their own localities. Full particulars and instructions sent free by mail. Those in need of permanent, profitable work, should address at once: Geo. STROUSE & Co., Portland, Maine.

### IMPORTANT TO LUMBERMEN!

SPECIAL INDUCEMENTS

Will be offered by the

Lake Superior & Mississippi Rail Road Company

TO LUMBERMEN

—Bargain in prices in bulk over the line of Road, in the way of

Low Prices for Stumpage, IN PINE TIMBER, and

SPECIAL RATES OF FREIGHT, And every facility afforded to make the business permanent and profitable. Apply to

LAND COMMISSIONER

L. S. and M. R. R. Co.

No 57 Jackson st., St. Paul, Minn. Ja 6-2m

### WHEELER

&

### WILSON

LOCK STITCH

FAMILY

SEWING MACHINE!

Rooms at Mrs. Curtis' Millinery and Dress Making Establishment, Second Street, a early opposite Putnam House. Machines sold on easy terms.

J. A. PARKER, Agent.

### H. M. CRANDALL, DRUGGIST.

Opposite, First National Bank, Main Street Stillwater, Minn.

DEALER IN

WHITE LEAD, LINSEED OIL, TURPENTINE, BENZINE, VARNISHES, AND WINDOW GLASS.

CARBON OIL, LARD OIL, MACHINERY OIL, PATENT MEDICINES, PERFUMERIES, &c

H. M. CRANDALL, 710-1v

TO THE WORKING CLASS.—We are now prepared to furnish all classes with constant employment at home, the whole of the time or for the spare moments. Business new, light and profitable. Persons of either sex, easily earn from \$20 to \$25 per evening, and a proportional sum by devoting their whole time to the business. Boys and girls earn nearly as much as men. That all who see this notice may send their address, and test the business, we make this unparalleled offer. To such as are not well satisfied, we will send \$1 to pay for the trouble of writing. Full particulars, a valuable sample which will do to commence work on, and a copy of the People's Literary Companion—one of the largest and best family newspapers published—all sent free by mail. Reader, if you want permanent, profitable work, address

E. G. ALLEN & CO., Augusta, Maine.

## 1856. 1870. SAVE MONEY

OLD

RELIABLE.

ESTABLISHED IN

1856.

OFFICE, 79 Walker St., N. Y.

ONE PRICE FOR ALL.

IMMENSE LOOK AT OUR

MEN'S & BOYS' CLOTHING,

FURNISHING GOODS

Cloths, Cassimeres, Vestings, Trunks and Valies, HATS & CAPS, BOOTS & SHOES

THE CELEBRATED

Our Stock Consists of

GROCERIES, PROVISIONS, DRY GOODS, CLOTHING, FURNISHING GOODS, NOTIONS

HATS, CAPS, BOOTS, SHOES, IRON, STEEL, AND NAILS, HARDWARE, WOODENWARE, GLASSWARE, AND CROCKERY, PARLOR AND COOKING STOVES, TINWARE

And a Good Many Other Things To Numerous To Mention!!

WE WARRANT

ALL GOODS

AND DELIVER TO ANY

WITHIN THE CITY LIMITS

TORINUS, STAPLES & CO.

pt-20-1856-n29-ly







# The Messenger.

FRIDAY, FEB. 14, 1871.

## THE CORRUPT PRESS ON A WRONG TRAIL.

From the Minneapolis Tribune.

The corrupt Press being under the necessity of somehow diverting public attention from its own gross rascality, has once more "assumed a virtue, though it has it not" the virtue of honesty and vigilance in watching over the public interest; and so assumed a day or two ago to have discovered a mare's nest in the management of the Lake Superior and Mississippi railroad company, in connection with the Western railroad, and its extension from White Bear to Carver; the allegation of the Press being that the road was preparing for a big land grab, "seven sections of swamp lands per mile," and "inferentially" that this was extended by a bill introduced by Mr. Washburn "along the whole line of the Western railroad and its branches."

And more, that James Smith, Jr., & Co., were trying to pile the whole St. Paul and Pacific land grant applicable to eighteen and a third miles on the eleven miles and a half of road from White Bear to Stillwater, and a swamp land grant of seven sections per mile on top of that. Further it says, that "if this scheme had succeeded, we should have paid about 24 sections of land per mile, or 106,840 acres for this little piece of eleven miles of road."

All this looked very plausible, and very honest and zealous on behalf of the public, by the corrupt Press. But here comes its old hard-bitter, the Hon. James Smith, Jr., attorney of the Lake Superior and Mississippi road, and over his own signature knocks the wind out of the Press once more. Behold now how a plain tale puts it down.

LETTER FROM HON. JAMES SMITH, JR. To the Editors St. Paul Pioneer.

In this morning's Press, the editor of that defensible sheet has made charges and assertions that tend to compromise the integrity of the Lake Superior and Mississippi Railroad Company, with which I am connected, that in justice to it I cannot permit to pass unnoticed.

It is falsely alleged that the Lake Superior and Mississippi Railroad Company have the authority to construct a branch to the Minnesota river, and that Mr. Washburn's bill, now pending, has provisions the purpose of which is to claim a swamp land grant from White Bear Lake to Carver, or on that line.

Now the Lake Superior and Mississippi Railroad Company have no such right. The charter does not authorize the extension or prolongation of its line from its terminus on the Mississippi to the Minnesota river, but no authority whatever to construct a branch to the Minnesota. (See special laws of 1861, page 202.)

This right to extend its main line was provided so as to enable the company to extend its line to Mendota or some convenient point on the Minnesota river, and in that way secure a connection with roads west of the Mississippi river, and the company in that view surveyed such extension to Mendota.

If the Sioux City and Milwaukee and St. Paul connection had not been built, every one can see how important this connection would have been to St. Paul. The construction of the Mendota connection has made such a line unnecessary.

No man who is not actuated by malice and an intent to deceive, would claim for a moment that our company could receive swamp lands for a branch from White Bear Lake, or any other point between the main line and the Minnesota river.

Again, it is claimed that our company, by consolidation with the Stillwater company, is to make a claim for swamp lands between White Bear Lake and Stillwater. Now, the astute editor well knows that that line was built by the Stillwater company; that the plat of the line and proof of construction as an independent road by that company, was and is on file with the Governor, and ought to know that there is not a shadow of a pretense for such a claim to swamp lands for that line.

The directors of the Lake Superior and Mississippi Co. have never for a moment thought of preferring any claim to swamp lands for either of those routes. And on behalf of the Lake Superior and Mississippi Co. I deny and repudiate any such claim.

The Governor, any sensible man knows, would not entertain such claim, if made.

We have authority to build a branch to the St. Croix, and it may be that a line of road will some day be constructed to Taylors Falls.

JAMES SMITH, JR.

A railroad celebration was given at Stillwater last Thursday, on account of the opening of the White Bear Lake road. The Legislature, State officers and others were present, and the affair was a success.—St. Peter Tribune, Feb. 8.

Slightly mistaken this time. We had our railroad opening several weeks since, and the celebration which was held on Thursday the 2d inst., was the regular complimentary benefit which our citizens annually give the Legislature.

## WOMAN ITEMS.

—There are seven American lady sculptors at Rome this winter.

—Clara Barton is organizing and managing hospitals in Alsatia.

—Lady physicians are getting to be the fashion in New England.

—Women are successful telegraph operators.

—It is estimated that one-sixth of the women of England work in the open air.

—Mrs. Van Cott, the Methodist preacher, is described as a majestic looking woman with an unlimited amount of force and energy of character. Not an eloquent speaker, but a powerful one; a real worker, who never tires, but enjoys her mission and is wholly absorbed by it.

—Mazzini thus addresses his country women:

"Let duty be your ground in urging your political claims. You are the children of God as we are. You cannot fulfill your task on earth without liberty, and equality is liberty for each and all."

—Mrs. Celia Burleigh thus rebukes Anna Dickinson for her love of dress:

"Oh, priestess of reform! you who are so rich in gifts; I would that you could carry with you upon the platform the thought of those to whom your love of dress is a snare. How shall we say to them, Dress plainly; and pure womanhood is priceless, all else is consequent, when such as you lend their influence to make extravagance the fashion, when you virtually endorse the Mahomedan sentiment. Woman was created to please the eye and delight the senses, and to be man's tempter and tormentor, so that he may be fitted for the enjoyment of Paradise, from whose serene delights she is forever excluded."

## INTERESTING ITEMS.

—The proposed flag of the new German Empire is black, white, red and gold.

—Round dances are said to be going out of favor in England, the more modest and dignified square dances resuming their sway.

—Objects seventy-two feet long can be distinctly seen on the surface of the moon by the great telescopes of the Earl of Rosse and Lord Oxmantown.

—A Virginia paper cites, as a remarkable instance of the efficacy of abstaining from medicine, a lady in that State, who has reached the age of 96, and throughout all the long years of her life has taken but three pills and has buried three husbands.

—A 16-year-old girl, near Pittsburgh, last week, kicked her father through the house, and across the yard, and locked him up in the cow stable, because he went to town and spent all his money for whisky instead of buying her a new bonnet, as promised.

—There is a beautiful girl living near Montreal, who notwithstanding the fact that she has lost both legs above her knees, has received over a dozen offers of marriage during the past year, and refused them all. One of her lovers is a member of the Dominion Parliament. This afflicted girl speaks seven languages, and charms everybody who comes near her.

—The trial of Rev. Mr. Cheney, at Chicago, terminated on Tuesday. He was convicted, and the verdict of the ecclesiastical court is that he "be suspended from his office until contrition shall be apparent to the Bishop." Mr. C.'s counsel announced his intention to make an appeal to the Appellate Court of the diocese, which is composed of the Bishop and the rural deans, and holds its sittings at the State capital.

—A Northern Pennsylvania correspondent writes: "A friend of mine, while passing along the other day, heard the sound of an axe, levelled with steady blows at a sturdy old oak. Upon glancing up, what was his surprise at beholding one of earth's 'weaker vessels' chopping away with as much composure as if employed in household work. He chatted with her, and thinking it might be her first attempt, mentioned that fact. 'Ah!' said she, 'I would be wealthy if I had at present all the money which the trees I have felled would bring.'"

—The Boston Herald tells the following good one: "A little fellow was begging for cold vittles at a house at the South End, exciting the interest of the young ladies of the family by his piteous story of want and destitution, and among other questions put by these warm-hearted and sympathetic inquirers, was one as to his parents. 'My father is sick and has been for many weeks,' said the boy. 'He is your mother?' 'I never had a mother,' he blubbered out. 'Ah, how was that?' he was asked. 'Why, my father come a mean trick over one of my aunts; was the reply, accompanied by a fresh flow of tears.'"

## ITEMS.

—"A certain sensation has been produced, I am told, in England," says Dr. Russell, "by the statement that Prussian officers discuss the question of an invasion of the British Islands as a possible operation. Captain Hozier, however, will doubtless inform his government that it is a common practice for officers of the Prussian army, as a part of their military education, to devise plans of campaign in all accessible countries—that they project a campaign in Russia, or in Turkey, on the Danube, on the Po, or in Spain, with professional interest. It would not be surprising if a campaign in England and the way of opening it came within the scope of their interesting problems."

—The newspapers place a large share of the responsibility for the Hudson River Railroad disaster, upon Com. Vanderbilt. It appears that under the Presidency of Samuel Sloan, the predecessor of Vanderbilt, that road never caused the death of a passenger. "Roadmen" were stationed within average distances of a mile from each other along the whole line of the road, expressly to keep the most perfect watch of the track, and see that no train passed them unless the track was in order. As the signal stations, from one to another of these, were in sight, or nearly so, the signal of danger or injury to the track could in a few minutes be transmitted as many miles either way. It required but three hundred men, relief included, to maintain this system of perfect watchfulness over the whole line of the track. It is alleged that Vanderbilt, in order to save money for the stockholders and road managers, caused the removal of a great portion of these "roadmen"—enough to break up the system.

—According to the census returns, some of them "guessed at," however, the population of the republic exceeds 38,200,000. Pretty good figures, recollecting what killing times there were in this nation in 1861—65,—and that some hundreds of thousands of young men, and middle-aged men too, did not yield their increase very regularly in those years,—many of them not at all. Had there been no civil war, the population, it is probable, would have come closely upon 42,000,000. But there was a civil war, and so the population does not much exceed 38,000,000. The increase is not quite 7,000,000. A little extra exertion throughout the present decade will put matters all right, and enable the country to catch up with Death by the summer of 1880.

## THE HORSE FROM A MORAL STAND-POINT.

The driver who fights his horses has not got through the first lesson in the management of these animals. Some strike their horses in a fit of anger; others beat them as a punishment for what they conceive to be sinful acts on the part of the horse. Now the fact is, the horse never does wrong on purpose. In this respect he is better than man. If he refuses to pull, it is the fault of education; and if he runs away, and kicks things to pieces, it is because he is frightened. Men, when they are scared, do some very foolish things, and they are excited, but no allowance is made for the runaway horse. He is kicked and buffed and beaten, as if what was done was on purpose to hurt somebody, and not in consequence of supposed danger, which the poor animal was trying to flee from. Horses never kick without a motive. They use their heels for defense; and the first kick at the traces is given to ward off what to them seems danger. No horse ever kicked for any other purpose. They cherish no ill-feeling against any one, and always do as far as they know what is right. All horses can be educated to do whatever the driver wishes. They obey cheerfully and without grumbling, even though put to rest with half rations in a cold, filthy, muddy stable. A horse can easily be taught to know the harness will not hurt him. Then he will not kick at it and run away. He is also easily taught to pull by the traces, or by the halter strap. If you want him to pull well on the halter, all you have to do is to hitch him to some thing he can easily break, and he will soon learn to pull back with such force that no brute will hold him. If you want him to pull well in the traces, give him a light load until he learns to move it, and he will soon pull his best at heavy loads. Horses balk or pull just as they are taught. It does not matter which end of the horse you fasten the weight to. They will balk as readily when hitched by the traces, if improperly trained, as when hitched by the halter; and they will pull back as faithfully by the halter, if trained to do so, as they pull forward when hitched by the traces to a wagon. It is an easy matter to teach a horse to refuse to pull at either the halter or traces, and it is equally as easy to teach him to pull by the same means. It is those who drive horses would keep this fact in view, and keep their temper out of the shameful act of beating their team in a mud-hole or on the hillside.

The light quantity of snow indicates low water during the spring months.

# BRONSON & FOLSOM,

CORNER MAIN AND MYRTLE STREETS,

STILLWATER, MINNESOTA.

Wholesale and Retail Dealers in

Dry Goods, Hats, Hardware, Glass Ware, Cordage, Molasses, Teas,

Clothing, Caps, Cutlery, Window Glass, Sugar, Pork, Coffees,

Furnishing Goods, Boots and Shoes, Crockery, Nails, Syrups, Beef, Fish, Spices

—AND—

## FINE FAMILY GROCERIES,

OF EVERY DESCRIPTION.

We invite the attention of our friends, patrons, and the public generally, to our stock, which is full and complete in every department, and

THE LARGEST IN THE VALLEY.

Our prices will be at all times as LOW as the LOWEST.

Butler & Gray, DENTISTRY.

Dealers in

GRAIN, PRODUCE, PROVISIONS, LIME, CEMENT, PLASTER, HAIR, WRAP- PING AND SHEETING PAPER, SALT, COAL AND WOOD.

Agricultural Implements,

Flour and Feed, Agents for

THE KIRBY SELF-RAKE.

Reaper and Mower,

The National Field Trias First Prize

GOLD MEDAL MACHINE.

AGENTS FOR

Northern Line and Diamond Joe

LINE OF STEAMERS, AND ALSO THE

St. Paul and Taylors Falls Packet,

"WYMAN X."

LOWEST RATES

OF FREIGHT AND PASSAGE.

To All River Points.

Wood, Staves, Rafting Ma-

terial, &c., Freight to

Points on the

Lake and

Barges for Hire.

ST. ANTHONY IRON WORKS.

Main Street, near the Bridge, St. Anthony, Minn.

C. B. BUSHNELL & CO.,

Manufacturers of Steam Engines, Boilers, Gang Circular Saw Mills, Pat. Lever Head Blocks, Improved Engines and general Repair Work.

JOHN HILDEBRANT,

Below Bremer's Block, Main St.

MERCHANT TAILOR.

I am now supplied with a good assortment of

PICKED CLOTHES

and am prepared to manufacture

SUITS TO ORDER

in the

LATEST STYLE & FASHION

and in every instance guarantee satisfaction and

PERFECT FITS.

CHARGES REASONABLE.

CUTTING, CLEANING AND

REPAIRING

done on the shortest notice.

B. C. MERRY, DENTIST,

Office over Westing & Hosper's Store, MAIN STREET.

GREAT REDUCTION IN PRICES:

Upper or Lower Sets Gum Teeth, \$15, to \$25.

Full Upper and Lower Sets, 20, to 30.

Gold Fillings, 1, to 2.

Amalgam Fillings, 1, to 2.

Good Teeth are essential to good health.

A good supply of all kinds of material used for restoring the teeth and keeping them in a healthy condition.

A large stock of Artificial Teeth constantly on hand.

I claim an improvement in setting Teeth superior to any now in use.

Editor administered for the painless extraction of Teeth.

All work warranted. Perfect satisfaction given or no charge.

B. G. MERRY, DENTIST, Stillwater, Minn.

S. SELLECK, Dealer in

CLOTHING, FURNISHED GOODS, BOOTS & SHOES

Hats, Caps, &c.

Store in Lake House, Main Street, Stillwater. 54-ly

H. C. SHEPARD,

Land Agent and Surveyor,

FOR FARMERS AND LUMBERMEN.

Office in Nelson's Block, Main st., Stillwater.

Aug. 21, 1867.—m60-4f

A. DAN MARTY,

House, Sign and Carriage

PAINTERS.

GRAINING, GLAZING AND

PAPER HANGING

DON'T TO ORDER.

Shop, corner of Office & Second Streets

STILLWATER, MINN.

All orders left at either of the Drug stores, will be promptly attended. May 14, n10-ly.

CORNMAN & LECKY,

Attorneys at Law,

Office in Holcomb's Block, corner of Main and Chestnut Streets,

STILLWATER, MINN.

L. R. CORNMAN, THOMAS LECKY.

H. M. CRANDALL,

DRUGGIST.

Opposite, First National Bank, Main Street

Stillwater, Minn.

DEALER IN

WHITE LEAD,

LINSEED OIL,

TURPENTINE,

BENZINE,

VARNISHES,

AND WINDOW GLASS

ALCOHOL,

CARBON OIL,

LARD OIL,

MACHINE OIL,

PATENT MEDICINES,

PERFUMERIES, &c

H. M. CRANDALL, n10-ly

## NEW GOODS: NEW FIRM.

MARTIN MOWER,

COR. SECOND AND CHESTNUT STREET, STILLWATER, MINN.

Having returned from the East with one of the largest and best selected stock of

HARDWARE, CROCKERY, GROCERIES, DRY GOODS, CLOTHING, BOOTS & SHOES, HATS, CAPS, &c., &c., &c.

And having associated with him Mr. H. C. VAN VORHES and W. H. RICHARDSON is now prepared to do a

GENERAL RETAIL OR WHOLESALE BUSINESS.

All are invited to call and examine the stock and compare prices before purchasing elsewhere.

GOODS DELIVERED TO ALL PARTS OF THE CITY, FREE.

Also sole agent for Washington Co., for McKenney's Buckeye Grub and Stump Machine.

## WHEELER & DARMS,

Have just received a

New Stock of Dry Goods,

GROCERIES,

PROVISIONS, HARDWARE AND CROCKERY.

BOOTS & SHOES

Farm Implements & Notions.

All of which will be sold CHEAP and for CASH only. Our stock is E.V. and COMPLETE, and the public are requested to call and examine before purchasing elsewhere, at the old stand of H. C. Van Vorhes in Nelson Block, Main Street. 21 3m.

## JEWELRY.

J. W. PASSMORE & CO.

St. Croix Building, Main street, Stillwater.

WATCHMAKERS & JEWELERS,

Have a Large and Complete Stock of

SILVER AND PLATED WARE, FANCY TEA SETS OF THE LATEST PATTERNS, WARRANTED THE BEST MADE.

CLOCKS,

from the finest Imported, to the cheapest American, and guaranteed for durability and time.

WATCHES,

Elgin, Waltham and Swiss, in gold and silver cases. LADIES WATCHES OF ALL DESCRIPTIONS.

CHAINS, BRACELETS, GOLD PENS, PENCILS, DIAMONDS, PRECIOUS STONES IN

COSTLY SETTINGS, CLOCKS, WATCHES, AND JEWELRY.

REPAIRED PROMPTLY, AND SATISFACTION

GUARANTEED IN WORKMANSHIP

AND PRICES.

wait till, August 16, 1870.

SCHULENBURG, BUCKEYER & CO.,

Manufacturers of

LUMBER.

And dealers in

GEN'L MERCHANDIZE

STILLWATER, MINN. oct 2

Sawyer House,

ALBERT LOWELL, Prop'r.

Cor. Second and Myrtle Sts.

STILLWATER, MINN.

nov 3

A LOT OF

FUR GOODS,

INCLUDING

OTTER HAD

BEAVER COLLAR,

MITTENS,

GLOVES,

CAPS,

At reduced prices.

Also a well-selected stock of

FURNISHING GOODS.

A new lot of

HATS!

dec 15

J. E. SCHLEK'S.

TO THE WORKING CLASS.—We are

now prepared to furnish all classes with con-

stant employment at home, the whole of the

time or for the spare moments. Business new,

light and profitable. Persons of either sex

can earn from 50c. to \$5 per evening, and a

proportional sum by devoting their whole

time to the business. Boys and girls can

earn as much as men. That all who see

this notice may send their address, and test

the business, we make this unparalleled offer.

To such as are not well satisfied, we will send

\$1 to pay for the trouble of testing. Full

particulars, a valuable sample which will do to







# The Messenger.

FRIDAY, FEB. 17, 1871.

## LOCAL DEPARTMENT.

### LOCAL BREVITIES.

NEXT Wednesday, Feb. 22, will be Ash Wednesday, the first day of Lent.

Our streets were enlivened by four loads of sleigh riders from Hudson on Tuesday.

Hon. SMITH ELLISON and Capt. W. X. Folsom of Taylors Falls were in town this week.

Another meeting of the Lumbermen's Board of Trade is called for Wednesday, March 1st.

We learn that the Rev. E. B. Wright of this city has had a call to Duluth. Hope he won't go.

Mr. J. T. Moulton, architect of the Union Improvement and Elevator Company, is in town.

The first of the series of four Hops, at Concert Hall, on Wednesday evening, was a very pleasant affair.

J. P. FURBER of Cottage Grove gave us a call the other day. He has recently bought another farm. At the rate he is going on he will soon own all the land in Cottage Grove.

A man named Louis Decurtis, employed at Reiner's ice house, was severely injured, on Wednesday, by falling from the sidewalk and striking on a log. He will probably recover.

STILLWATER is scooping Hudson out in the wheat trade. Mr. Armstrong observed to us the other day, that he had just bought a number of loads of wheat from four miles below Hudson.

Mr. L. NOYES is running a stage twice a day from Hudson to Stillwater, and return. Leaves Hudson at 8:30 a. m., 1:30 p. m. Leaves Stillwater immediately after the arrival of each train for St. Paul.

CHAS. B. NEWCOMB, President of the U. I. & E. Co., made a visit to Stillwater on Wednesday, to see how the Elevator was coming on. He seemed abundantly satisfied with its progress.

At the Universalist Church, on Sunday, Feb. 19th, at 10 a. m., Rev. George Adams will preach a sermon on the "Unity of Principles." Also one at 7 p. m. of the same day, on "Dangerous Doctrines."

THERE will be a lecture at the Episcopal Church next Sunday, Feb. 18th, subject, "The Gallery of Inscriptions in the Vatican, illustrating the faith of the Early Christians. Service at 7. Seats free.

TUESDAY was St. Valentine's day. St. Valentine expired 1601 years ago, by having his head cut off, which was a very comical occurrence for him, but his memory is kept green principally by comic valentines.

Is return for the assistance rendered by the Hudson singers to the Old Folks' Concert in this city, a half dozen of our musical friends went to Hudson on Tuesday evening to assist the Musical Union of that place in a Concert given for the benefit of their Society. They were, Mrs. Seymour, Miss. Corman, Mrs. Kattenberg, Mr. Lehmcke, Mr. Solon Bronson and Prof. Jones. They report a splendid time and good treatment by the Hudsonians.

TWO Concerts given for the benefit of the M. E. Church, last week, were perfect successes, so far as the music was concerned, but hardly so financially. The organ voted to the "most accomplished lady" fell to Mrs. Bishop, wife of Rev. A. B. Bishop. She received 276 votes to 26 cast for other candidates. As the cost of the organ was \$150 and the votes were 25 cents apiece, aggregating \$75.50, the organ was also a losing speculation.

MINNEAPOLIS, Feb. 9. J. P. Pales, Agent, Stillwater, Minn.: DEAR SIR: This day is near at hand when the final result will be given, who the lucky one will be. Dispose of what few shares you have left as soon as possible, as the books will close on the 25th instant.

PEABODY & WELLS, Managers Northwestern Real Estate Association.

HOME CONCERT AT COTTAGE GROVE.—There will be a Concert in Cottage Grove on Friday evening, Jan. 24th, given by the Congregational Society in their Church. The music will be rendered principally by home talent, of which there is abundance in the Cottage Grove neighborhood, and will consist of a great variety of vocal and instrumental music. The proceeds will be devoted to purchasing a bell for the Church. It is a nice drive from here to Cottage Grove, and we trust that some of our people will go down.

THE Prussians enter Paris next Sunday, and Moore & Kinsella enter upon long prices immediately.

## Stillwater Board of Trade.

### FORMAL ORGANIZATION!

### CAPITAL REMOVAL

### A Railroad Map of Stillwater & Minneapolis

### FIRE ORDINANCE ASKED FOR.

### The R. R. Crossing at Stillwater.

### PUBLIC MEETING, SATURDAY EVE. FEB. 18th.

On Tuesday evening, Feb. 14, the organization of the Stillwater Board of Trade was formally effected by a large number of members coming forward and signing the rules and by-laws, which had been neatly transcribed in an appropriate book by the Secretary, and depositing their initiation fees of \$5 each. It is to be hoped that every business man in Stillwater will come forward and join this organization, which, by united action, will accomplish great things for our city.

After the organization had been fully completed, the General Board was called to order.

Mr. E. W. Durant introduced the following resolution:

Resolved, That in the estimation of this Board, the vast and varied interests of the State of Minnesota should be subserved by the removal of the State Capitol from St. Paul to Kandiyohi.

Carried. Mr. Shaw moved a reconsideration for the purpose of allowing a general discussion. The vote was reconsidered, and a general discussion of the merits and policy of the resolution carried. It was strongly forced by Messrs. McKusick, Butler, Shaw, Durant, and Dr. Merry.

Mr. Murdoch was in favor of removing the Capitol, but doubted the policy of such a resolution by the Board of Trade. Mr. Staples thought the resolution would do no good, and didn't want the Board to act foolishly. Mr. Schlenk thought that inasmuch as we had beaten St. Paul on the railroad question, we could afford to let her keep the Capitol. The Board finally determined that local interests of Stillwater, as well as the general interests of the whole State, demanded the removal of the Capitol to Kandiyohi, and the resolution was carried without a dissenting vote.

Mr. Butler offered the following resolution:

Resolved, That Maj. Geo. K. Shaw be authorized to confer with the Minneapolis Board of Trade relative to getting up a map of the Railroad connection of Minneapolis and Stillwater, and to have the same prepared for publication, and that the sum of forty dollars be appropriated for that purpose.

Mr. Butler said there was no map of Stillwater showing its rail and water connections and its commercial position. It would greatly benefit the city to have such a map prepared and extensively circulated.

Mr. Shaw said that he had broached the subject to leading members of the Minneapolis Board of Trade, and they had signified their willingness to pay half the expense of such a map. He had also consulted an engraver, who estimated the cost of this map at about \$30.

The resolution was adopted.

Mr. Schlenk offered the following resolution:

Resolved, That we deem it necessary for the safety of life and property that the City Council of the city of Stillwater pass and maintain an ordinance relative to the fire limits of said city of Stillwater, and that said limits be located as per an ordinance lately acted upon by this council.

Mr. McKusick was in favor of a fire ordinance if it could be enforced. The only way to enforce it was to have city officials with nerve and pluck enough to tear down and pile up any wooden building erected in violation of the ordinance, and then let the city stand on the defensive. If the city contented itself with merely prosecuting legally violations of this ordinance nothing would ever be accomplished. But let one or two buildings be torn down and piled up, and the example would deter any more violations of the ordinance.

The resolution was passed, with the understanding that whatever ordinance is passed should not affect buildings already erected.

A discussion then ensued relative to the best location of the proposed bridge across the St. Croix, connecting the West Wisconsin and Lake Superior and Mississippi roads at this point. Messrs. Butler and Staples were opposed to the bridge crossing too far up the Lake. Mr. McKusick stated that he did not know at what point in the city limits the road would cross. That would probably be determined by engineering facilities and the convenience of the railroad companies. For his part he should be satisfied if it crossed at any point between Staples' and Schlenburg's mills. He further stated that the committee who went East to confer with the managers of the West Wisconsin and L. S. & M. Roads relative to securing the cross-

ing of the West Wisconsin at this city, had made certain representations as to what assistance they thought the people of this city would render towards this bridge if necessary, and he wanted to know whether the people would back up the committee. It was suggested that a public meeting of the citizens be called at Concert Hall on Saturday evening, Feb. 18th, for the purpose of ascertaining their disposition in this matter, and a resolution to that effect was adopted.

On motion the Board adjourned.

A list of the officers and directors of the Board, and the regular days of meeting, will be found in another column.

TAYLORS FALLS WANTS A RAILROAD.

The people of Taylors Falls are moving actively to secure a Railroad connection with the Superior Road. A meeting of the leading citizens was held at House's Hall on Tuesday evening, the 7th inst. A number were also present from Franconia, Chisago Lake, and from neighboring towns in Wisconsin. The Reporter gives the following account of the proceedings:

"The meeting was organized with Patrick Fox in the chair. Remarks were made by the Chairman, Dr. E. D. Whiting, Platt B. Walker, Esq., Col. J. P. Owens and others. It was conceded by all that a railroad we must have, and various methods were suggested to accomplish the purpose, and divers lines were projected, west and south. The most plausible and favorable project was, of course, for a line from the head of St. Croix navigation to a suitable point on the Superior road, for which it appears there now is a grant of seven sections to the mile. It was therefore resolved that a committee of five be selected to ascertain of the L. S. & M. R. R. their intentions regarding the construction of the road, and report at their earliest convenience. The meeting then chose Hon. L. K. Stannard, Hon. W. H. C. Folsom and Dr. E. D. Whiting, of Taylors Falls; Paul Munch, Esq., of Franconia, and O. Wallmark, of Chisago City, as such committee. The meeting then adjourned subject to call of committee."

We are rejoiced to see the people at the Falls waking up. A Railroad is all that Taylors Falls needs to start the town at once into vigorous life. Possessing a water power equal in natural capacity to that of St. Anthony Falls, and probably more facile, this point must in time become one of the leading manufacturing cities in this State. If the improvement lands are divided, Taylors Falls should get \$15,000 acres to aid in building its road.

A bill has been introduced into our Legislature, proposing to render void any debt or contract which contemplates a greater rate of interest than twelve per cent. We hope it may pass.—Reporter.

We hope not. We believe in free-trade in money. All experience has demonstrated that usury laws are pernicious, and not protective. In the first place they are easily evaded if lender and borrower are agreed.

In the second place, their tendency is to drive loanable capital out of a State. The price of money cannot be regulated by law. Like the price of everything else, it is regulated by supply and demand. If money is so scarce that it commands 15 or 20 per cent. interest, capitalists will get that rate in spite of usury laws. But the necessity of evasion is irksome, and capital will prefer to seek States where the necessity of such evasion does not exist. We have always found the rule to hold good, that interest is lower in States where there are no usury laws, than where such laws are most stringent. Break down all the barriers—throw the money market open to free trade and competition, and capital will more freely seek our State for investment.

SINGING-SCHOOL.

Mr. E. G. Partridge, of Hudson, Wis., will open his school for the instruction in vocal music, next Saturday, at 7 o'clock p. m., at the Universalist Church. All who take an interest in vocal music are requested to be present. The price of tuition for the term of twelve lessons, is \$2.

The Osceola Press has the following conundrum: "Our Land Grant—Gone where the woodbine twined." We presume this refers to the Bayfield grant.

The Duluth Minnesotian says: Street cars will be one of the Duluth institutions next summer, as there is excellent reason to believe. Alderman R. S. Munger is making up the enterprise; and Lake Avenue, and Washington Avenue, will in a very few months behold tracks laid and People's railroads in full operation.

HAVING just returned from market with a large supply of new Goods, bought for cash, Moore & Kinsella can undersell any firm in town.

Go to Shepard's at the Feed Store for your Winter wheat and Buck wheat Flour.

## THE IMPROVEMENT LANDS.

The latest bill drawn up for the division of the Internal Improvement Lands, and to be introduced by what is known as the Clark-Thompson ring, leaves the St. Croix Valley out in the cold. The bill introduced on Monday gave us 25,000 acres for a road from Stillwater to Hastings, and 15,000 to build from Taylor's Falls to a connection with the Superior road. The St. Croix Valley is certainly entitled to a portion of these lands, and we trust the Legislature's sense of justice will concede us our indisputable rights.

ST. CROIX VALLEY ITEMS.

—Hereafter the term of court in Polk county Wis., will commence the 13th of March, instead of the second Monday in April, as heretofore.

—The Osceola Press says that Capt. Folsom and Andy Clemenning of Taylors Falls, have got Railroad on the brain. We are glad of it.

—The Reporter says there is a rumor in circulation that Seth Sawyer, an old settler and lumberman on the St. Croix, has disappeared mysteriously; at least his whereabouts are not known to his family or friends.

—A petition has been presented to the Legislature for the removal of the county seat of Pine County from Chishago to Hinckley.

—The Reporter says the Balsam Lake lumber is all hauled. 800,000 feet of it. Forty teams discharged.

—Taylors Falls wants a National Bank. St. Paul capitalists have agreed to deposit 20,000 dollars for a "starter."

—In the Wisconsin Legislature a bill has been introduced to incorporate the Dunleith, LaCrosse and St. Croix River shore Railroad company, also a petition and bill for repeal of acts conferring civil jurisdiction upon the county court of St. Croix County.

—The people of River Falls and Prescott are discussing the organization of Granges of the order of the Patrons of Husbandry.

POPULATION OF WASHINGTON COUNTY.

The Official census returns show the following result.

WASHINGTON COUNTY.

Afon.....825  
Baxton.....594  
Cottage Grove.....705  
Dunsmuir.....824  
Grafton.....806  
Lakeland.....505  
Marine.....1608  
Newport.....367  
Oakdale.....456  
Stillwater.....4507  
Woodbury.....950  
Total.....11819.

GREEN BAY & LAKE PEPIN RAILROAD.

The Hudson Times, speaking of this Road, says:

It seems to be an established fact that the Green Bay & Lake Pepin Railroad is to be pushed ahead to completion within a reasonable time. Work is being vigorously carried on at the eastern end, and the company promise to complete the enterprise at an early day.

The papers all across the river from Prescott to La Crosse are speculating as to where it will strike the Mississippi, and each town claims to be the favored point. We learn from a prominent railroad official indirectly interested in the enterprise, that the proposition of the company now is, to strike the West Wisconsin at or near Black River Falls, run one branch down the Black river to La Crosse, and another through Pepin an Pierce counties to Prescott, to connect with the Hastings & Dacotah road. We hope this project may be carried out, and it certainly looks like a feasible one. It would be of very great benefit to the St. Croix Valley in developing the rich timber lands in the Southern and Eastern parts of Pierce county.

NORTHERN LINE APPOINTMENTS.—The board of directors of the Northern Line Packet Company held a meeting recently, and among other business transacted, made the following appointment of officers for the ensuing year:

Lake Superior—J. Worden, captain; Flannigan, W. W. Phelps, clerks. Red Wing—W. P. Hight, captain; S. Grennell, F. F. Jones, clerks.

Minneapolis—F. W. Jinks, captain; W. W. Vankye, A. Jones, clerks. Dubuque—T. B. Hill, captain; C. D. Carroll, C. Gregg, clerks.

Minnesota—D. C. Smith, captain; D. V. Dawley, H. C. Tatum, clerks. Muscatine—M. Green, captain; E. Lee Brady, L. Wells, clerks.

Sucker State—J. Wood, captain; M. B. Pierce, J. R. Johnson, clerks. Davenport—B. A. Conger, captain; A. Pavlin, Geo. Dodge, clerks.

Rock Island—J. W. Campbell, captain; C. C. Mather, clerks. New Boston—Robt. Melville, captain; L. Parkhurst, clerk.

Savannah—M. A. Cox, captain; A. Jacobs, Jr., clerk.

Arrangements have been completed by which all the boats that run on the upper river will make regular trips to Stillwater during the coming season. Our city will have the advantage of a regular packet line, which it has never before had.

—Buy the WHEELER & WILSON by paying \$10 per month.

THE LAND SALE.—The sale of the 200,000 acres commenced at the Land Office on Monday, Jan. 30th, and closed yesterday, the 6th of February. There were 4,485 acres disposed of, amounting to \$21,334; average price per acre, \$2.25; lowest price, double minimum, \$2.50; highest price \$4.00. All the above lands were pine lands. Not an acre of the \$1.25 lands were disposed of. The interest in the sale was considerably lessened, by the fact that about 5,000 acres of the advertised land the most valuable for the pine, had been taken recently by homesteaders and pre-emptors. Among those in attendance upon the sale were J. J. McPheters, L. E. Torinus, Dave Tozier, J. J. Robertson, L. Staple, John White, F. Marsh, Wm. Staple, Stillwater; Winthrop Young, John Dudley, St. Anthony; J. D. Ladden, St. Paul; E. McArthur, Moose Lake.—Taylors Falls Reporter.

A few Loads of Wood will be taken on subscription at the Messenger Office.

STILLWATER MARKET.

CORRECTED WEEKLY BY D. W. ARMSTRONG.

Buying. Selling.

Extra Milling Wheat.....110  
No. 1 Wheat.....105  
" 2 ".....100  
" 3 ".....90  
Rejected.....85  
Corn, shelled.....60  
Oats.....45  
Flour, by the load.....550 600 650  
Hides, green frozen.....7  
" " salted.....8  
" dry salted.....14  
" taint.....17  
Calf, green.....12  
" ".....21  
Sheep Pelts.....60 100  
Corn Meal, bolted.....150 125 200  
" unbolted.....125 140 150  
Corn and Oats, ground.....140 160  
Bran, per ton.....\$12 \$13  
Shorts.....20 25  
Middlings per 100 lbs.....75 100 125  
Stillwater, Feb. 17, 1871.

MOORE & KINSELLA have just received a large quantity of nice eating Potatoes—the best in the city.

MOORE & KINSELLA are selling Tea, Sugar, and all other staple Groceries, cheaper than any other firm in the city.

Goods delivered by Moore & Kinsella to any part of the city, free of charge.

—Buy the WHEELER & WILSON by paying \$10 per month.

SECRET twenty lessons in Penmanship at \$2.00 at Curtis' Writing School.

—Buy the WHEELER & WILSON by paying \$10 per month.

IMPORTANT NOTICE.—Those having the old style of Wheeler & Wilson Sewing Machine can have them repaired, cleaned and re-adjusted, FREE OF CHARGE, by leaving orders at Mrs. Curtis' Millinery Room, Second street, nearly opposite Putnam House.

J. A. PARKER, Agent.

The twenty remaining lessons in Penmanship for \$2.00. C. S. CURTIS.

MR. CURTIS offers to give the twenty remaining lessons in Penmanship for \$2.00.

GROUND FEED of all kinds at Shepard's, opposite Lake House.

SHEPARD at the Feed Store, sells and delivers Grain, Flour, Feed, Produce, etc., at the lowest market price. Cash paid for oats and corn.

SEED OATS.

300 bushels of Norway Oats for sale at One Dollar per bushel, at the Red Warehouse, Feb. 17. BROOKS & FOLSON.

\$5 to \$10 PER DAY.—MEN, WOMEN, BOYS and GIRLS who engage in our new business make from \$5 to \$10 per day in their own localities. Full particulars and instructions sent free by mail. Those in need of permanent, profitable work, should address at once Geo. SYMONS & Co., Portland, Maine.

IMPORTANT TO LUMBERMEN!

SPECIAL INDUCEMENTS

Will be offered by the

Lake Superior & Mississippi Rail Road Company

TO LUMBERMEN

(Desiring to engage in business on the line of 112 mi. in the way of

Low Prices for Stumpage,

IN FINE TIMBER, and

SPECIAL RATES OF FREIGHT,

And every facility afforded to make the business permanent and profitable. APPLY TO

LAND COMMISSIONER

L. S. and M. R. R. Co., No. 57 Jackson st., Paul, Minn. Jan. 4-2m

WHEELER

&

WILSON

LOCK STITCH

FAMILY

SEWING MACHINE!

Rooms at Mrs. Curtis' Millinery and Dress Making Establishment, Second Street, nearly opposite Putnam House. Machines sold on easy terms.

J. A. PARKER,

Agent.

1856. 1871.

OLD

RELIABLE.

ESTABLISHED IN

1856.

OFFICE, 79 Walker St., N. Y.

ONE

PRICE

FOR ALL.

IMMENSE

Stock of

MEN'S & BOYS'

CLOTHING,

Well Made and Well Trimmed.

FURNISHING GOODS

Cloths, Cassimeres, Vestings,

Trunks and Valies,

HATS & CAPS

BOOTS & SHOES

THE CELEBRATED

F. Y. S.

All the latest styles in Hats and Caps.

A very choice assortment of French and American Cashmeres.

Particular attention is called to the splendid line of

Tricot Coatings

Better than ever before offered to the citizens of Stillwater. The

Merchant Tailor

Department will be under the direction of

MR. McCALLAN,

one of the very best Cutters in the west.

J. E. SCHLENK,

Corner Main & Chestnut.

A NEW

SEWING MACHINE.

The Keystone!

This Machine is a first class Lock Stitch Family Machine, designed for every description of family sewing and light manufacturing purposes. Is adapted to a great range and variety of work, sewing with perfect ease the finest Swiss gossamer, using No. 150 or 200 cotton, and the heaviest cloth or leather, using coarse silk or linen thread.

EVERY IMPROVEMENT

That ingenuity can invent or art suggest is applicable to this Machine. It will HEM, FELL, BRAID, TUCK, COORD, QUILT, GATHER, BIND, &c., in the MOST PERFECT MANNER.

It will sew the finest fabrics without drawing them in the least. It HEMS and FELS BEAUTIFULLY on bias goods, making the stitch as elastic as the cloth.

It is elegant in style and finish, perfectly simple in construction. It is free and rapid in its movements, very light running, and a positive pleasure for the operator to use it.

The most Perfect, Simple and Reliable Lock Stitch Family Machine ever invented.

Machines will be sold on easy monthly installments.

EVERY MACHINE WARRANTED.

Nov. 3. S. A. M. BLOOMER, Agent.

NEW GUN SHOP.

The undersigned has resumed the Gunsmith business, as well as the making and repairing

Mathematical & Philosophical Instruments.

Shop on Second Street.

Three doors south of Chestnut Street.

Gun work of all kinds will be promptly and neatly executed by Wm. D. Osmer, lately from a large gun factory in Maine. Rifles and fowling pieces made to order and warranted.

A. VAN VORHEE, dec8

## SAVE MONEY

WHEN

YOU CAN.

—

—

TORINUS, STAPLES & CO

—

—

LOOK AT OUR

GOODS

AND

Price Them,

Before Purchasing Elsewhere.

—

Our Stock Consists of

GROCERIES,







# The Messenger.

FRIDAY, FEB. 24, 1871.

## MINNESOTA GRAIN TRADE.

The Winona Republican gives an elaborate review of the grain trade of Minnesota for the year 1870. The total wheat shipments, including flour, reduced to bushels, were 10,278,818, against 10,016,116 in 1869. The exports from Winona alone during the year were 3,115,716. The shipments from Austin (by rail through Iowa) for 1869 were 116,463 bushels; for 1870, 164,762 bushels; for 1871 150,000 bushels.

In another year the great bulk of this amount of Minnesota grain will pass through Stillwater, to an eastern outlet via Lake Superior.

The Stillwater Messenger contains a description of the Elevator, being built there, from which it appears that it will have a capacity of 50,000 bushels, and a transfer capacity (from barges to cars or vice versa) of 125,000 bushels in 24 hours. The Messenger justly concludes that all the grain for Duluth from points down river will naturally pass through this Elevator. —Hudson Dem.

## HEAVY PORK.

The Hudson Democrat gives the following as the actual weight of four swine grown by Mr. Wm. Virtue near Hudson:

|                    |           |
|--------------------|-----------|
| 1 hog 14 years old | 663 lbs   |
| 1 hog same age     | 629 lbs   |
| 1 spring pig       | 492 lbs   |
| 1 spring pig       | 442 lbs   |
| Total              | 2,226 lbs |

They were a cross of the Chester White upon the Suffolk breed.

A bill has been introduced into the Wisconsin Legislature fixing the license for selling liquor at not less than \$100, and requiring saloon keepers to give bonds to the amount of \$3,000. We should like to see such a law enacted in this State—fixing the license even higher.

GODEY'S LADY'S BOOK for March is a perfectly magnificent number. The improvements recently made in this publication render it, we think, the best of the Fashion Magazines. The embellishments for March commence with a handsome steel plate entitled, "Lights and Shadows by the Wayside." Next comes the colored Fashion Plate containing six figures. Then, a handsome alphabet printed in colors; "Flooded Out," a wood engraving; a plate of Promenade Dresses; an extension sheet of fashionable costumes. In the Work Department will be found the usual variety of fancy and useful work. The literary contents are varied and interesting.

THE LADY'S FRIEND presents a splendid array of talent in its list of contributors for 1871. In the March number the Fashion Plates are superb as usual, and it has all the other attractive features of the best illustrated fashion magazines.

## THE BEEF SLOUGH ENTERPRISE.

An enterprise of vast importance to the local interests of Wabasha has just been started, in the organization of a company to be called the Mississippi Logging Company. This Company has for its purpose the purchasing of logs up the Chippewa and its tributaries, and driving them down to a point in Beef Slough opposite Wabasha, thence to be rafted where ever required, or cut into lumber and sent off by rail. The company, which comprises mill men from Wabasha to St. Louis, has a capital stock of \$1,000,000. It is a very wealthy corporation, many of its shareholders being millionaires. Active efforts have been inaugurated for repairing the piers, cables, booms, &c., in the slough, and many new ones have been put in. A committee is at Chippewa Falls negotiating for logs, being instructed to purchase 50,000,000 feet immediately. —Wabasha Herald.

## PERSONAL.

—Eight colored lawyers have just been admitted to the Washington bar.

—Ex-Senator Rice, of Minnesota is now in Washington, assisting in the passage of some land grant bills for the northwest.

—An Oregon paper describes a fierce murder, and adds calmly: The perpetrator of the deed is supposed to be Jack Kanim, who is noted for little tricks of this kind.

—Father Hyacinthe, it is said contemplates another visit to the United States next autumn, convinced that he did not see half enough of the country when he was here before.

—Since his residence at Wilhelmshoebe the Emperor Napoleon has twice driven into Cassel to pay visits to Bismarck—one a visit of congratulation upon the birth of an heir to the Marshal.

## LEGISLATIVE MATTERS.

### LETTERS FROM HANS. PETER.

SEN POWEL, Feb. 8.

MINNEAPOLIS: Ven I vas mit you unt leadle Peder der last dimes, ve dinks not dat I so soon haf gone oop on der bolitikal ladder, ven I dinks dat I pe vum py dose fellersh, dat I pe der Legislatheer, unt of vat I vas unt vat I ish mine hed he pe so pig mine hat he no on stays. I feels just so pig ash der Gooverneur unt he ish a pretty big man. I dells you, he don't bin so smart unt so shpry to know English, put he don't ish schart for dat. Ve ish pretty dicks doo-gather, der under day he says me do Hans Peder, dish ish der poolyist coundry on der vort, here every man ish just so goot a der under vat som dimes he pe petteri ain't it?

"I say, 'Horish he don't vas petteri bin,' den he vas looks pad onder mout just lige he vas no pretty habby, unt says, 'Hans Peder, I haf som dings mine mint on, som dings moost pe doo on der Shtate ish blaid out, der Legislatheer haf som dimes dogedder bin, der pays ish roon vild, dey dinks ong lay py Dooloots unt Shtetlatter mit lig pies ger vent. You ish mine freit, I unt der Shtate looks py you vor hellup. You kan der pays som dings dat vill der harts mit batroishum make purn, O! if you dish do, I shall feels me lige dat fadder who gried 'gone gill der brodial sun der fat gaff ish der house in.' Den he shoked him hish trote in, unt ven I saw der deers roon dem nople fates down, I vas quicet say, 'Horish, you unt der Shtate don't bin loose yer pets on me, I vill pild a vire on der dop of efr yun py dem. I vill shows dem ash Jakeshpeker says, 'Soom onder Velster's dook der veald.' I leaf der Gooverneur unt doo mine see ger vented, mine min't feelt mit der dort of der vates oop on me. I don't got any shance to sheep for a loak dime, I vatched unt vaited lige a rats for a kat, ven it kooms I gif a shump just ash I vas sets on soom dings hot, unt grya, 'Mr. Shheker!' he makes a vink at me unt den I say, 'dish ish vat a coundry unt dish ish vat a beebles ven I gets to dink of vat it vas unt vat it ish I feels so broad ash never vas. Ven I dinks dat vare ve ish to tay, vare shtands dish Gabital, unt all dose onder pildings, vas a years few pack hind vards deoom to der vild hoonters, dat vare now ish hert der hums mit gommers, der visbul of der logomotif, the shingle of der lager peer seidel unt der moosiek of der kate on der hows dops pelow, den nodings vas hert put der vor hoops of der blood drisy inshuna. Ven I der coundry out kooms, unt sees der vealds mit veet oop filled, unt der kattles der varrun houses aront, vare vunce der howlings vilderness vas, vare ongray parev unt gatamonds heef could. Ven I dinks by dat, mine hart mine drote in kooms oop, mine nose haf no hole to preed, mine hed ish lige Peder's fat put ven he ish plewed it dite. I no mine sheep kan shpoke, put mine mints he say, 'dish ish vat a coundry unt dish ish vat a beebles.'"

Mr. Shheker, if vum py dose olt Inshun Shoofs who het hish varriers do grimson klory on der Mrsceppy, unt dolt dem der lesshun of life vich is 'baddele der kanoose yerself.' I say if he vas off gart vrom der du hacco shtok pelow, unt kood shtand mit oos to tay, me cinks I hert him say, 'Dish ish vat a coundry unt dish ish vat a beebles.'"

Mr. Shheker, ven Shinerat Seigel drove hish peer vagon der allups agross to dake der kars at Shtetlatter in dimes to meet der 'Bilgrims Fadders' ven dey lanted on 'Big Eye Par,' mit a hart feelt mit shenrons impoosis, he invited dem to visit der Shamber of Gommers, vich ven dey vas dere koomen unt say der 'bictures' unt der 'tree hundred babers, moost all tailey,' instinktuilly dey durned der noses himmelvards unt gryed ash I gryes to tay, 'Dish ish vat a coundry unt dish ish vat a beebles.'"

Mr. Shheker, vrom ven Shinerat Putler het hish gullered korpis droo der isepkrs of Soutkarling, to shmoke der bibe of bease in der 'huals of der Muddy' soomers' mit Stone yack Watson, do der dimes ven Shinerat Crant marshed hish droops sidentuarts on to Poston unt shpoke dose vorts vich vired der hart of efr aple poddied venales in de lant, 'dat he rood hish shtit on dat line hang if it doak all soomer to der em.' You haf felt, unt I haf felt, dat dish ish vat a coundry unt dish ish vat a beebles.

Ven der Yermierikan Ekil—Dish yust here vas to pe der pesserat bart py mine sheeche, I vants to do some dings pig, unt I shope a leadle do gets vint ven I hert soom vum me pe hindvards say, 'Sheloke dat Dootchman off, don't let him gill der boor vund, he don't done him nodings.' Den vum py dem onder fellersh he shump oop unt say, 'Ish dish von broeglonashun vrom Pismark or yust

a leadle panormma,' den I vas mat, I don't kan say soom dings, I durned me rount unt I see der Gooverneur, he shaka me his vinger unt I gose me out, he put hish hant on mine hed unt says, 'Hans Peder, der Shtate looks mit bride by you,' unt den I say, 'Horish, I don't bin droo yet, I shall shepke soom dings py der rail-roads pretty soon yet, ven I do, den looks out von dem onder fellersh off der Fust Hause.' Ven I see Horish soom more again unt knows vat I shall shepke I vill wrote you von onder leiter mit love to leadle Peder unt der vishus dat dish pismus vich brooke oos in doo beasis vas ofer unt ve bin dogedder vonce.

I ish der same, HANS PEDER.

## WHAT STILLWATER NEEDS—AND OUGHT TO HAVE.

Written for the Messenger.

1st. A good hotel, the land has been offered to any one that will build a nice hotel. If we had a good hotel here we should have a great many more visitors through the summer, and it would help to build up the city in more ways than one.

2d. We want a National Bank with from \$100,000 to \$200,000. There has been a bank lately incorporated, called the Lumbermen's National Bank; that is a sort of a private Bank, we want some "outsiders to come here" and form a good Bank.

3d. We want an Iron Foundry so that we need not send abroad for our iron work as we have a large country of our own.

4th. We want Factories for which we have a splendid water power and enough of it, for Stillwater is bound to grow and make itself known. We do not want to go to St. Paul or Minneapolis for supplies of that kind, but have them here at home. We want to leave that city known as St. Paul, unt one side, and we can do it, for we shall have a Railroad direct to Chicago from here. Hudson, we will not mention. We will have a Railroad direct to Minneapolis, and in time one down the shore to Hastings, and one from here to Lake Superior via St. Croix Falls.

Stillwater is bound to grow, the population will be doubled in the next five years. We have all the chances in the world to make this one of the cities of the Northwest, in point of Railroad, Manufacturing and Lumbering interests. What we want is capitalists to come here and look us over, for there is no better place in the West for them to invest their money than there is in Stillwater.

Q. S.

## GENERAL ITEMS.

—An Indianapolis girl doesn't allow the loss of one leg to prevent her dancing the Virginia reel on crutches.

—A money order clerk in the Atlanta, Georgia, post-office has been missing for two weeks. The fact that \$15,000 is also missing, adds to the mournful interest of his absence.

—The St. Louis Republican says, by way of vindication, that Frank Blair once "went without whisky for a year." This is a play upon words unworthy the ancient Republican. He went without whisky—because whisky was within him.—Springfield Republican.

—G. W. Curtis closes a long article upon "Republican criticism of the Administration" in Harper's Weekly, as follows:

"It is long since there has been so pure an administration as that of Gen. Grant, or one more sincerely and unostentatiously devoted to the public welfare."

—Mr. Spink, delegate to Congress from Dakota Territory has introduced a bill to make out of the northern half of Dakota a new Territory to be called Chippewa. The proposed boundaries are as follows: Beginning at the present northeastern boundary of Dakota, thence south along the boundary line between that Territory and Minnesota, to the 49th parallel of latitude; thence west to the boundary of Montana; from thence north to the boundary of British possessions; and from thence to the place of beginning. It is thought that the rapid settlement of the country along the line of the Northern Pacific Railroad will require the establishment of a separate Territorial Government within a year or two. The present area of Dakota Territory is 70,000 square miles.

—The Minneapolis Tribune learns by private advices from Washington that the Committee on Commerce has determined on recommending the following appropriations affecting this vicinity to-wit: For the protection of the Falls of St. Anthony, \$50,000; for the Minnesota river \$10,000, and for the Mississippi river (above La Crosse), \$42,000; and that these amounts will undoubtedly pass Congress.

# BRONSON & FOLSOM,

CORNER MAIN AND MYRTLE STREETS,

STILLWATER, MINNESOTA.

Wholesale and Retail Dealers in

Dry Goods,  
Hats,  
Hardware,  
Glass Ware,  
Cordage,  
Molasse,  
Teas,

Clothing,  
Caps,  
Cutlery,  
Window Glass,  
Sugar,  
Pork,  
Coffees,

Furnishing Goods,  
Boots and Shoes,  
Crockery,  
Nails,  
Syrups,  
Beef, Fish,  
Spices

—AND—

## FINE FAMILY GROCERIES,

OF EVERY DESCRIPTION.

We invite the attention of our friends, patrons, and the public generally, to our stock, which is full and complete in every department, and

THE LARGEST IN THE VALLEY.

Our prices will be at all times as LOW as the

LOWEST.  \$19

## Butler & Gray, DENTISTRY.

Dealers in

GRAIN, PRODUCE, PROVISIONS, LIME  
CEMENT, PLASTER, HAIR, WRAP-  
PING AND SHEETING  
PAPER, SALT,  
COAL AND  
WOOD.

Agricultural Implements,  
Flour and Feed, Agents for

THE KIRBY SELF-RAKE.

Reaper and Mower.

The National Field Trial First Prize  
GOLD MEDAL, MACHINE.

AGENTS FOR

Northern Line and Diamond Joe

LINE OF STEAMERS, AND ALSO THE

St. Paul and Taylors Falls Packet.

"WYMAN X."

LOWEST RATES

OF FREIGHT AND PASSAGE.

To All River Points.

Wood, Staves, Rafting Ma-  
terial, &c., Freight  
to Points on the  
Lake and

Barges for Hire.

ST. ANTHONY IRON WORKS.

Main Street, near the Bridge, St. Anthony, Minn.

C. B. BURNELL & CO.,

Manufacturers of Steam Engines, Boilers, Gang  
Circular Saw Mills, Fall, Locomotive Boilers, Improved  
Riggers and general Repair Work.

JOHN HILDEBRANT,

Below Bernersburg's Block, Main St.,

MERCHANT TAILOR.

I am now supplied with a good assortment of

PICKED CLOTHS

and am prepared to manufacture

SUITS TO ORDER

in the

LATEST STYLE & FASHION

and in every instance guarantee satisfaction and

PERFECT FITS.

CHARGES REASONABLE.

CUTTING, CLEANING AND

REPAIRING

done on the shortest notice.

nov3

B. C. MERRY,

DENTIST,

Office over Westing & Hooper's Store,  
MAIN STREET.

GREAT REDUCTION IN PRICES:

Upper or Lower Gum Teeth, \$15, to \$25.

Full Upper and Lower Sets, 20, to 50.

Gold Fillings, 2, to 5.

Amalgam Fillings, 1, to 3.

A good supply of all kinds of material used  
for restoring the teeth and keeping them in a  
healthy condition.

A large stock of Artificial Teeth constantly  
on hand.

I claim an improvement in setting Teeth  
superior to any now in use.

Either administered for the painless extrac-  
tion of Teeth.

All work warranted. Perfect satisfaction  
given or no charge.

B. G. MERRY, DENTIST,  
Stillwater, Minn.

nov3

S. SELLECK,

Dealer in

CLOTHING, FURNISHED GOODS, BOOTS & SHOES

Hats, Caps, &c.

Store in Lake House, Main Street, Stillwater. 50-ly

H. C. SHEPARD,

Land Agent and Surveyor,

FOR FARMERS AND LUMBERMEN.

Office in Nelson's Block, Main st., Stillwater.

Aug. 21, 1867.—260-ly

ADAM NARTY,

House, Sign and Carriage

PAINTERS.

GRAINING,  
GLAZING AND  
PAPER HANGING  
DONE TO ORDER.

Shop, corner of Olive & Second Streets  
STILLWATER, MINN.

All orders left at either of the Drug store,  
will be promptly attended. May 14, 1870-ly.

CORNMAN & LECKY.

Attorneys at Law,

Office in Holcomb's Block, corner of Main and  
Chestnut Streets,

STILLWATER, MINN.

L. A. CORNMAN. THOMAS LECKY.

H. M. CRANDALL,

DRUGGIST.

Opposite, First National Bank, Main Street  
Stillwater, Minn.

DEALER IN

WHITE LEAD,

LINSEED OIL,

TURPENTINE,

BENZINE,

VARNISHES,  
AND WINDOW GLASS

ALCOHOL,  
CARBON OIL,  
LARD OIL,  
MACHINE OIL,  
PATENT MEDICINES,  
PERFUMERIES, &c

H. M. CRANDALL,  
187-ly

# NEW GOODS: NEW FIRM.

MARTIN MOWER,

COR. SECOND AND CHESTNUT STREET, STILLWATER, MINN.

Having returned from the East with one of the largest and best selected stock of

HARDWARE,  
CROCKERY,  
GROCERIES,  
DRY GOODS,  
CLOTHING,  
BOOTS & SHOES,  
HATS, CAPS, &c., &c., &c.

And having associated with him Mr. H. C. VAN VORHES and W. H. RICHARDSON is  
now prepared to do a

GENERAL RETAIL OR WHOLESALE BUSINESS.

All are invited to call and examine the stock and compare prices before purchasing  
elsewhere.

GOODS DELIVERED TO ALL PARTS OF THE CITY, FREE.

Also sole agent for Washington Co., for McKenney's Buckeye Grub and Stump Machine

## WHEELER & DARMS,

Have just received a

New Stock of Dry Goods,

GROCERIES,

PROVISIONS, HARDWARE AND CROCKERY.

BOOTS & SHOES

Farm Implements & Notions.

All of which will be sold CHEAP and for CASH only. Our stock is  
E-W and COMPLETE, and the public are requested to call and examine  
before purchasing elsewhere, at the old stand of H. C. Van Vorhes in  
Nelson Block, Main Street. 21 3m.

## JEWELRY.

J. W. PASSMORE & CO.

St. Croix Building, Main street, Stillwater.

WATCHMAKERS & JEWELERS,

Have a Large and Complete Stock of

SILVER AND PLATED WARE, FANCY TEA SETS OF THE  
LATEST PATTERNS, WARRANTED THE BEST MADE.

CLOCKS, from the finest imported to the cheapest American, and guaran-  
teed for durability and time.

WATCHES, Elgin, Waltham and Swiss, in gold and silver cases.  
LADIES WATCHES OF ALL DESCRIPTIONS.

CHAINS, BRACELETS, GOLD PENS, PENCILS, DIAMONDS, PRECIOUS STONES IN

COSTLY SETTINGS, CLOCKS, WATCHES, AND JEWELRY.

REPAIRED PROMPTLY, AND SATISFACTION

GUARANTEED IN WORKMANSHIP

AND PRICES.

waitiller, August 16, 1870.

SCHULBURG BROS. & CO.,

Manufacturers of

LUMBER,

And dealers in

GEN'L MERCHANDISE

"STILLWATER, MINN. 22-ly

Sawyer House,

ALBERT LOWELL, Prop'r.

Cor. Second and Myrtle Sts.

STILLWATER, MINN.

nov3

A LOT OF

FUR GOODS,

INCLUDING

OTTER HAD,

BEAVER COLLAR,

MITTENS,

GLOVES,

CAPS.

At reduced prices.

Also a well-selected stock of

FURNISHING GOODS.

A new lot of

HATS!

AT

J. E. SCHLEK'S.

TO THE WORKING CLASS.—We are

now prepared to furnish all classes with con-

stant employment at home, the whole of the

time or for the spare moments. Business easy,

light and profitable. Persons of either sex

easily earn from 50c. to \$5 per evening, and a

proportional sum by devoting their whole

time to the business. Boys and girls earn

nearly as much as men. That all who see

this notice may send their address, and test







# The Messenger.

FRIDAY, FEB. 24, 1871.

## LOCAL DEPARTMENT.

### THE TOMAH CONNECTION

#### Grand Rally of the Citizens of Stillwater.

#### The Action of the Railroad Committee Endorsed.

#### Unanimous Expression in Favor of Aid to the Bridge.

#### Stillwater Wide Awake to Her Interests.

In our last issue we stated the details respecting the action of our committee sent East to negotiate for the crossing of the West Wisconsin Road at this point. In their negotiations the committee represented to the Philadelphia parties that, if necessary, they thought the city of Stillwater would be willing to give a bonus not to exceed \$25,000 to aid in building the bridge if it crossed where the people of this city wanted it. A meeting on Saturday evening, Feb. 18th, was called by the Board of Trade to ascertain whether the people would endorse the action of the committee.

When the time arrived for the meeting, Concert Hall was packed with a dense audience of our citizens, who manifested a deep interest in all the proceedings and gave vent to their enthusiasm in frequent cheers.

The meeting was called to order by E. W. Durant, who nominated David Bronson as chairman, and he was unanimously elected. D. W. Armstrong was made Secretary.

On taking the chair Mr. Bronson briefly stated the object of the meeting, and called on Hon. John McKusick, to report on behalf of the committee. Mr. McKusick said he did not wish to do much talking, and called on Mr. Murdock to make a statement for the committee.

Mr. Murdock made a short speech explaining the actions of the committee and the importance of the proposed connection. He said our Railroad connections were assuming great importance. It was found that Railroad connections might be made here which would result in benefit to the city, or they might assume such shape as to materially damage us. He recited the benefits which were expected to result from the White Bear connection, by giving us an outlet to Lake Superior and centering the grain trade here. But it is to be feared that if the Tomah Road crossed at Hudson, that would become virtually the terminus of both Roads, and secure all the advantage which we had expected to derive from our White Bear connection and our position at the head of deep water navigation. This lead Stillwater to make an effort to secure the Bridge and the crossing of the Road here. The committee that went East, when asked what aid Stillwater would give towards a bridge here, gave as their opinion, although speaking entirely without authority, that the city would assume two-ninths of the cost of the Bridge, if necessary—a sum calculated not to exceed \$25,000. It was for this meeting to say whether they would endorse the representations of the committee. Mr. Murdock believed that the crossing below would be of such injury to us that the city could afford to pay a large sum to have it cross here.

Mr. McCluer arose, and said that at the request of a number of citizens he had prepared and would read a preamble and resolutions, as follows:

**Whereas**, In the opinion of this meeting the prosperity of the city of Stillwater will be much enhanced by the crossing of the West Wisconsin Railroad at a point not below the main steamboat landing in this city, and correspondingly depressed by any bridge erected below the city, which would be a serious obstruction to navigation bound for this point;

**And**, Whereas, Negotiations are now pending between the West Wisconsin Railroad and the Lake Superior & Mississippi Railroad pointing to a crossing between said roads to be effected at Stillwater, there are

**Resolved**, That in case said connection between said roads shall be effected, and the bridge across Lake St. Croix shall be erected above the principal steamboat landing in the city of Stillwater, and below Schulenburg's mill, that the city shall issue its bonds in aid of the construction of such bridge in a sum not exceeding two-ninths of the cost of such bridge, and in any case not to exceed the sum of \$25,000. Such bonds to bear interest not exceeding 7 per cent per annum, to be payable in not less than 25 years.

**Resolved**, That our Senator and Representatives be instructed to present in the Legislature a bill to authorize the city council to issue bonds of the city upon the completion of said bridge built as above specified.

**Resolved**, That the City Council be requested to issue to the proper corporation building such bridge upon its completion, as above stated, (such issue having been authorized by law) the bonds above specified.

**Resolved**, That in the erection of such bridge, sufficient openings shall be left in such bridge (beside from the draw for steamboat purposes) to accommodate the logging business, and furnish convenient a passage for logs.

Dr. Rhodes seconded the resolutions. He supposed it was a unanimous thing, and that no one in the city would oppose it.

Mr. Torinus complained that this resolution did not place a limit to how far up the bridge would go. He thought it would prove disastrous to the city to have it cross above Schulenburg's mill.

Mr. McCluer said that with the consent of the second he would amend the resolutions so as to limit the location of the bridge between the lower landing and Schulenburg's mill. It was accordingly amended so as to read as we give it above.

Mr. Torinus said he was not opposed to having a bridge cross to at Stillwater, but he didn't want it to cross above the State Prison. We could afford to give \$25,000 to the Road, and we could afford to give \$100,000 to a Railroad to Hastings (applause). He thought we wanted and must have other roads, and went on to show that Stillwater must become a great distributing point. We needed an outlet for our lumber, South and West, and we could get it by a Road down the Lake Shore to Hastings.

Mr. Wm. G. Bronson said that if we could get a Railroad to terminate here for \$25,000, it was cheap enough. If we could get a dozen Roads to terminate here he would be in favor of giving them \$25,000 apiece. (applause).

Mr. Schlack wanted a statement of how much the city owed. He understood it was \$65,000, and he thought we could easily stand \$100,000.

Mr. Armstrong, Secretary of the Board of Trade, read an interesting statement relative to the grain trade of this city, and the influence of Railroads upon our growth and prosperity, which we will publish in full next week.

Mr. D. M. Sabin said that understanding the object of the meeting as he did, he thought there could be but one impulse among the citizens of Stillwater, and that was to secure the crossing here by all means. We could stand another \$25,000. He was in favor of making this connection a dead sure thing before going for any other. Then, he would be in favor of voting money to secure other Roads.

Mr. E. W. Durant read a statement relative to navigation at this point, the lumber business, and the effect of bridges upon navigation and logging operations, as follows:

I find by an examination of the port list of this city, that the number of steamboat arrivals at our levee during the past season, exceeded the number of arrivals at St. Paul during the same period. Among the boats navigating Lake St. Croix are comprised a number of the larger class of steamboats running above St. Louis. Some of these being of one thousand tons burden. The value of the steamboat interest of Stillwater is very nearly one hundred thousand dollars. The amount of lumber and logs exported during the past year was one hundred and eighty million feet, making three hundred and sixty million feet of half a million feet each, and valued at two million of dollars. Our lumber for some time to come must find an outlet to market by being taken in rafts through Lake St. Croix into the Mississippi river, to be marketed at the various lumber distributing points located on the Mississippi river.

The completion of the Stillwater and Minneapolis branch of the Lake Superior & Mississippi railroad to this city will tend to materially increase the importance of Stillwater as a receiving and distributing point of merchandise and grain for a large district of country, it being well understood that the management of the Superior Railroad Company propose to run a line of steamboats from this city to the prominent cities and towns located below us, in order to give to shippers increased facilities for cheap freights to and from the seaboard.

In view of these facts it may be well to consider what effect a bridge spanning Lake St. Croix at any point below Stillwater would be likely to exert upon the shipping interests and facilities of our city and the commercial life of the St. Croix Valley at large. A bridge across any navigable stream, all will admit, is a serious hindrance and obstruction to navigation, as the risk and danger to life and property passing through such bridge, is very much increased and losses resulting by reason of such bridges, are looked upon not only with indifference, but the sufferers are treated with contempt by the powerful corporations placing them there. The amount of damage sustained by the commerce of the Mississippi by reason of railroad bridges, foot up many hundred thousand dollars, and in no instance has one dollar of damages been paid.

The question for us to consider is this: Can we afford to have a bridge built at any point on Lake St. Croix below us? For the following reason we cannot. By a careful estimate made, we find it will cost fifty dollars additional to each raft passing through such bridge, by a general law of Congress regulating the construction of railroad and other bridges over navigable streams. The draw, so called, is to be three hundred feet in width, forty feet in height, and is taken up by a pile placed in the center of the three hundred feet, thus leaving one hundred and thirty feet on either side for the passage of steamboats, rafts and other craft. The ordinary width of the St. Louis boats with two barges in tow is fifty one hundred feet. The usual width of a log raft is one hundred and seventy feet. This barely allowing a boat and barges to pass through, but necessitating the dividing of a raft in order to pass. Those familiar with management of rafts will see how well aware of the fact that it is not practicable to run through bridges at night or during the prevalence of high winds.

The detention of rafts above, will, at a moderate estimate amount to \$20,000. The expense of steamboats cannot be estimated, but will doubtless exceed \$30,000. It is safe to calculate that the expense and delay caused by a bridge will exceed \$50,000 annually.

On the other hand, a bridge placed over the Lake at the upper end of Stillwater will cause but little inconvenience. The boats navigating the St. Croix River are of the lighter class, built with reference to the requirements of the trade, are of light draft, and are small, are easily managed, could pass through the draw of a bridge with comparative ease and safety. Rafts can be made up and put together below a bridge so located, and a very great expense to our lumbering interest would be avoided, and the general business interest of the St. Croix Valley would be but little inconvenienced. Thereby it would be economy to pay \$10,000 per year for doing the amount and expense resulting from a bridge located in such a position as to compel the commerce of the St. Croix to find an outlet only by passing through between its signs of one hundred and thirty feet in width. Such a structure in such a location would interpose a serious barrier to our future prosperity.

Familiar being one of our chief articles of export, it behooves us to consider every means whereby the cost of its production and transportation can be cheapened in order to compete successfully with other lumber producing districts.

That a railroad bridge will be placed over Lake St. Croix the coming summer there is no doubt. It concerns us to know where such bridge will be built. To have the bridge a benefit instead of a damage to us we must use every exertion to have it located at Stillwater, and if we secure this it becomes necessary to vote a bonus of \$15,000 or \$25,000, let us vote the bonus and save Stillwater.

Dr. Rhodes made a few amusing remarks explaining a certain retributive law of Providence, by which the selfishness of individuals and communities is often made to redound to their own discomfort and damage. St. Paul had had us in her power for fourteen years, and could easily have secured all our trade by building a Road direct to us. But she had refused to do it, and we had secured the White Bear connection which would take all the grain trade around St. Paul to Lake Superior. And soon we should have the Tomah connection, which would carry the trade of the Indies which is to come over the Northern Pacific Road, through Minneapolis past our doors, and avoid going down into that sink hole St. Paul. St. Paul was suffering and would suffer the penalty for her selfishness. (Laughter and cheers).

Mr. Butler said that when he first heard of the action of the committee he had been opposed to crossing above a certain point. But he had since revised his opinion. He didn't care where the Road crossed. We could afford to pile up another \$25,000 indebtedness for the Bridge here.

Mr. Isaac Staples said that he for one would like to have the Road cross anywhere above Mr. Butler's landing. He was in favor of giving the \$25,000. He went in for all there was out. He was a Railroad man, and was in favor of securing all the Roads we could get.

Dr. Carl said he was going to vote for the \$25,000, and would stand and vote, if necessary, until the Road got here.

The resolutions were adopted by a rising vote. The whole meeting rose as one man. On motion, it was resolved that copies of the resolutions be sent to our Senator and Representative in the Legislature.

The meeting then adjourned amid the heartiest expressions of satisfaction from all present.

**FESTIVAL.**—The Festival given by the ladies of Ascension Church at Concert Hall on Thursday evening of last week, was a perfect success in every way. There was a large attendance, abundant refreshments, the tableaux went off smoothly, the company were social and good humored, and a splendid time all around was the result. And best of all, at the close, the ladies were enabled to count up a net profit of \$182.00 to be applied to church purposes.

The great feature of the evening, among the tableaux, was the "Heavenly Chorus," which was illustrated to the life, creating immense amusement. Ed. D.—as "Truthful James" rose to explain in the most emphatic manner and his hat rose jerkily from his bristling hair at the crisis of the "little game," when the Heavens put down the "right bowler, which the same Nye dealt out to me." Frank J.—smiled with a smile that was truly childlike and bland from beneath his chin mask, while K. D.—as "Bill Nye," "went for him" in a way that was wonderful to behold.

The Masonic union, for the most popular Macon, was voted to Major A. Van Vorhes. About \$20 worth of votes were cast.

We understand that the ladies of the Universalist Society will soon favor the public with a dramatic representation. It will be undoubtedly a success.

**MILITIA COMPANY ORGANIZED.**—Acting upon the suggestion contained in the Messenger some weeks ago, some of our young men have been actively at work organizing a company of State Militia. The organization was perfected on Tuesday evening.

Wm. McCusick, the Mayor of the city, was elected Captain; Dr. B. G. Merry 1st Lieutenant, and J. H. Sabin 2d Lieutenant. Considerable interest and spirit was manifested, and there is no doubt, judging from the men who have the matter in hand, that the Company will prove a success. The non commissioned officers and a list of the members of the company will be given hereafter.

**TERRIBLE ACCIDENT.**—One of the boys in the pinceries, on Bear Creek, sends us the following. It will do very well to go with the wolf and brass buttons story:

"At D. Gasline's camp, on Friday, Feb. 10th, Mr. Henry Gibson, while cleaning his watch, met with a most painful accident. He was standing on the balance wheel, when it started up, throwing him down to the axis cog wheel, where he got one leg caught, and broke it just below the knee, and badly bruised the left hand. He is rapidly recovering."

The Minneapolis Tribune, alluding to the recent action of the Stillwater Board of Trade relative to getting up a map of the Railroad connections of Stillwater and Minneapolis, says:

"We welcome this evidence of a purpose on the part of the St. Croix Valley and its promising metropolis, to look in this direction; and all that is wanting to realize our best anticipations of an active interchange of trade and social civilization, is the completion—to happen in July—of the White Bear road to this point. On that favorable grade which will enable Stillwater to avoid a descent into any hundred feet sinks, or running two sides of a triangle instead of one, to get what she needs, we look for mutual benefits, commensurate with the marked advantage possessed by the two sections of which Stillwater and Minneapolis are the trade centres."

**IMPORTANT MEETING AT HUDSON.**—We learn by submarine cable across the Lake, that a secret meeting of the leading citizens was held at Hudson on Sunday night last. The conference was long and solemn, and at the close, its members "rose up in the silent night" and departed secretly on their several missions—a committee of four at midnight for Madison, and another committee of four bright and early the next morning for St. Paul. Our submarine telegrams have revealed to us the object of this meeting, which is a profound mystery, even to a majority of the Hudsonians. It was to take steps towards establishing a tri-daily Omnibus Line between Hudson and Stillwater. As the route lies in two States, it is necessary to secure charters from the Legislatures of each—and as the session is drawing towards a close, expedition was necessary.

**PERSONAL.**—J. H. Handy of New York is in town. We notice quite a number of strangers on our streets. They are probably looking for investments in our rising city.

Mr. Holmes was thrown out of a cutter and severely injured on Wednesday evening. J. E. Schlack, Ernest Hoopes and others are absent on a trip to the pinceries.

The Gazette of this week contains the astonishing information that the present has been the coldest winter in Stillwater for ten years. We haven't been here ten years, but a number of business men who have, inform us that quite the contrary is true—that there has been more stir on the streets, and more actual business life, than for many a previous winter.

**LAST WEDNESDAY,** being Ash Wednesday, the first day of Lent, appropriate services were held in Ascension Church. Services will be held at this church during this holy season on Wednesday afternoons and Friday evenings, in addition to the usual Sunday services.

**SOME DOG.**—The biggest and ugliest canine we have seen about these diggings is the one just brought down from Duluth by Geo. M. Moulton, the Elevator man. It is called a Russian Bloodhound, and we should judge well adapted for a meat elevator.

**GERMAN THEATRICALS.**—Our German friends of the Deutsche Opera, inaugurated a series of theatrical entertainments at their Hall, on Wednesday evening with fine success. After the entertainment a few festive hours were spent in dancing.

Attention is called to the low prices which Moore & Kinsella advertise in our columns this week. They mean what they say.

**STILLWATER MARKET,** CORRECTED WEEKLY BY D. W. ARMSTRONG.

Stillwater, Feb. 24, 1871. There is no change in wheat. This market has taken no notice of the slight variations in Milwaukee. The market, however, is weak at quotations.

Corn is scarce and higher. 65 is offered, and selling at 70 out of warehouse.

Ground feed advanced 10c. per 100. Extra Milling Wheat... 110 No. 1 Wheat... 105 No. 2 " " " " 100 Rejected... 85 90 Corn, shelled... 60 65 Corn Meal, best... 350 600 650 Hides, green frozen... 7 8 " " salted... 14 15 " " dry salted... 17 18 Calf, green... 12 13 Sheep Pelts... 60 100 125 200 Corn Meal, best... 150 140 160 " " unbolted... 125 140 160 Corn and Oats, ground... 150 160 Bran, per ton... 12 13 Middlings per 100 lbs... 75 100 125

**MOORE & KINSELLA** have just received a large quantity of nice eating Potatoes—the best in the city.

**MOORE & KINSELLA** are selling Tea, Sugar, and all other staple Groceries, cheaper than any other firm in the city.

**GOODS** delivered by Moore & Kinsella to any part of the city, free of charge.

—Buy the **WHEELER & WILSON** by paying \$10 per month.

—Buy the **WHEELER & WILSON** by paying \$10 per month.

**GROUND FEED** of all kinds at Shepard's, opposite Lake House.

**SHEPARD** at the Feed Store, sells and delivers Grain, Flour, Feed, Produce &c., at the lowest market price. Cash paid for oats and corn.

**THE PRUSSIAN** enter Paris next Sunday, and Moore & Kinsella enter upon new lines immediately.

**LOW PRICES for Stumpage,** IN PINE TIMBER, and SPECIAL RATES OF FREIGHT, And every facility afforded to make the business permanent and profitable. Apply to

**LAND COMMISSIONER** L. S. and M. R. R. Co. No 27 Jackson St. Paul, Minn. Jan 28-29

**DIED.** In St. Paul, Feb. 18, Martha Stoddard, wife of George Atkinson, aged 74 years.

Mr. Wm. Burgess resides five miles above Lake Preston. He has lived there six years, and devoted his time and attention exclusively to the raising of stock. He has now fifty head of cattle which are in excellent condition. He commenced on a small scale had just what stock he sold a span of horses for. He has not sold a bushel of grain since he has been there, is free from debt, and has supported his family from the proceeds of his cattle, and has succeeded much better than if he had raised wheat, being so far from market.—Glencoe Register.

**A STRANGE CASE.**—There is living in this county a family by the name of Wait, the members of which are sorely afflicted. Seven out of thirteen children are cripples. Up to five years of age, they all seemed to be growing well, though but at that age the hands and lower extremities quit growing while the body attained the normal size. They are all naturally intelligent, but lack education. The parents are own cousins, which may, in a measure, account for this freak of nature.—Austin Democrat.

**LAKE SUPERIOR.**—Mr. H. A. Burt, of Marquette, telegraphs from Washington that a bill has passed appropriating \$100,000 for immediate use in the Marquette harbor improvement. This amount, with the appropriation of last year, makes \$240,000.

The St. Paul Press says that a woman named McGuire, was burned to death at Shakopee on the 13th inst. She was a woman of intemperate habits, and it is supposed that she must have broken or upset the lamp in a state of intoxication.

—It is now understood that the Northern Line and Davidson's line of boats will not be in partnership next season. Competition is healthy for the public.

—Chicago County is at present without a Probate Judge, Coroner, Court Commissioner or County Attorney.

—A petition for dredging the outlet of Chicago Lake for the purpose of draining it, was introduced in the House on Saturday last by Representative Stannard.

—Buy the **WHEELER & WILSON** by paying \$10 per month.

Go to Shepard's at the Feed Store for your Winter wheat and Buck wheat Flour.

**FOUND.** A Plain GOLD RING, which the owner can have by paying for this advertisement and proving property. J. E. SCHLENK, at Schulenburg, Becker & Co.

**Lake Superior & Mississippi R. R.** On and after Jan. 1st, 1871, Trains will run as follows:

**TRAINS GOING NORTH.** Leave Stillwater, 8:00 A. M. Leave Duluth, 6:30 P. M. Arrive at Stillwater, 7:00 P. M.

**TRAINS GOING SOUTH.** Leave Duluth, 8:00 A. M. Arrive at St. Paul, 7:00 P. M. Arrive at Stillwater, 7:00 P. M.

Connecting at N. P. Junction with the Northern Pacific Railroad. Stages connect at Wrentham for Chicago City and Duluth Falls at North Branch for Superior City, Combsville and Leech at Pine City for Brainerd, and at Duluth for Superior City and Brainerd.

Trains will stop at Hixley 20 minutes for dinner, which will be served by Frank Paul, Prop.

**FOR STILLWATER.** Leave St. Paul, 8:00 A. M. Leave Stillwater, 10:15 A. M. Arrive at St. Paul, 6:25 P. M.

**W. W. HUNGERFORD,** Gen. Agent.

**CLOVER SEED!** For sale at the **Red Warehouse.** BRONSON & FOLSON.

**A. MELLIN,** Dealer in **FAMILY GROCERIES,** And PROVISIONS, Fancy Goods, Children's Toys, FRUITS, Green, Canned and Dried.

Oysters, Tobacco, Pipes, Cigars, &c. **FRESH BUTTER & EGGS** Always on hand.

Prices lower than ever. Call and see my stock. Jan 18

**55 to \$10 PER DAY.**—MEN, WOMEN, BOYS and GIRLS who engage in our new business make from \$5 to \$10 per day in their own localities. Full particulars and instructions sent free by mail. Those in need of permanent, profitable work, should address at once Geo. F. Sinsos & Co., Portland, Maine.

**IMPORTANT TO LUMBERMEN!** SPECIAL INDUCEMENTS Will be offered by the

**Lake Superior & Mississippi Rail Road Company TO LUMBERMEN** Desiring to engage in business on the line of this Road, in the way of

**Low Prices for Stumpage,** IN PINE TIMBER, and SPECIAL RATES OF FREIGHT, And every facility afforded to make the business permanent and profitable. Apply to

**LAND COMMISSIONER** L. S. and M. R. R. Co. No 27 Jackson St. Paul, Minn. Jan 28-29

1856. 1871.

**OLD**

**RELIABLE.**

**ESTABLISHED IN**

**1856.**

**OFFICE, 79 Walker St., N. Y.**

**ONE**

**PRICE**

**FOR ALL.**

**IMMENSE**

**MEN'S & BOYS'**

**CLOTHING,**

**FURNISHING GOODS**

**THE CELEBRATED**

**FRANCIS**

**SHIRTS.**

Of all grades.

All the latest styles in Hats and Caps.

A very choice assortment of French and American Cassimeres.

Particular attention is called to the splendid line of

**Tricot Coatings**

better than ever before offered to the citizens of Stillwater. The

**Merchant Tailor**

Department will be under the direction of

**MR. MCALLAN,**

one of the very best Cutters in the west.

**J. E. SCHLENK,**

Corner Main & Chestnut.

**WHEELER**

**WILSON**

**LOCK STITCH**

**FAMILY**

**SEWING MACHINE!**

Rooms at Mrs. Curtis' Millinery and Dress

making Establishment, Second Street, nearly

opposite Putnam House. Machines sold on

easy terms.

**J. A. PARKER,**

nov 17 Agent.

**NEW GUN SHOP.**

The undersigned has resumed the Gunsmith

business, as well as the making and repairing

Mathematical & Philosophical Instruments.

**Shop on Second Street,**

Three doors south of Chestnut Street.

Gun work of all kinds will be promptly and

neatly executed by Wm. D. Ousner, lately from

a large gun factory in Maine. Rifles and fowling

pieces made to order and warranted.

A. VAN VORHES.

Stillwater, Dec. 6, 1870. dec 6

**DR. J. C. RHODES,**

Physician and Surgeon.

Murdock's Block,

In the room recently occupied by W. M. McClellan

at 119 STILLWATER, MINN.

**SAVE MONEY**

**WHEN**

**YOU CAN.**

**TORINUS, STAPLES & CO**

**LOOK AT OUR**

**GOODS**

**AND**

**Price Them,**

Before Purchasing Elsewhere.

**Our Stock Consists of**

**GROCERIES,**

**PROVISIONS,**

**DRY GOODS,**

**CLOTHING,**

**FURNISHING GOODS**

**NOTIONS**

**HATS,**